

| | 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 Sep-08 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep-08 |
|------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| AIR SOUTHWEST | | | | | | | | | | | |
| DE HAVILLAND DASH 8-300/Q300 | 285 | - | 1 155 | - | 1 008 | - | 21 673 | 8 117 | 14 236 | 5 | 7.4 |
| Total | 285 | - | 1 155 | - | 1 008 | - | 21 673 | 8 117 | 14 236 | 5 | 7.4 |
| ASTRAEUS LTD | | | | | | | | | | | |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | - | .. |
| BOEING 737-700 | 303 | - | 145 | - | 414 | - | 13 107 | 27 849 | 44 856 | 2 | 9.7 |
| BOEING 757-200 | 632 | - | 164 | - | 823 | - | 2 400 | 75 846 | 131 983 | 5 | 9.7 |
| Total | 935 | - | 309 | - | 1 236 | - | 15 507 | 103 695 | 176 839 | 7 | 9.7 |
| ATLANTIC AIRLINES LTD | | | | | | | | | | | |
| BAE ATP | - | 253 | - | 575 | - | 813 | - | - | - | 8 | 2.6 |
| LOCKHEED L188 ELECTRA | - | 38 | - | 88 | - | 110 | - | - | - | 7 | 1.3 |
| Total | - | 291 | - | 663 | - | 923 | - | - | - | 15 | 2.0 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| ATR42-300 | - | - | - | - | - | - | - | - | - | - | .. |
| ATR72 | 154 | 1 | 460 | 14 | 531 | 4 | 18 830 | 5 769 | 10 136 | 3 | 6.0 |
| PILATUS BN-2A TRISLANDER MK3 | 73 | - | 1 159 | - | 530 | - | 11 017 | 690 | 1 105 | 7 | 3.3 |
| Total | 227 | 1 | 1 619 | 14 | 1 061 | 4 | 29 847 | 6 459 | 11 241 | 10 | 4.1 |
| BA CITYFLYER LTD | | | | | | | | | | | |
| AVROLINER RJ100/115 | 704 | - | 1 070 | - | 1 719 | - | 47 710 | 29 273 | 73 275 | 10 | 5.9 |
| AVROLINER RJ85/QT | 135 | - | 143 | - | 294 | - | 5 335 | 4 729 | 10 976 | 2 | 6.5 |
| Total | 839 | - | 1 213 | - | 2 013 | - | 53 045 | 34 002 | 84 251 | 12 | 6.0 |
| BMI GROUP | | | | | | | | | | | |
| AIRBUS A319 | 939 | - | 1 915 | - | 2 615 | - | 164 938 | 80 561 | 127 506 | 11 | 9.5 |
| AIRBUS A320-100/200 | 1 387 | - | 1 437 | - | 2 845 | - | 111 031 | 103 163 | 190 021 | 11 | 9.7 |
| AIRBUS A321 | 1 387 | - | 466 | - | 2 124 | - | 40 728 | 136 960 | 209 765 | 8 | 11.7 |
| AIRBUS A330-200 | 1 001 | - | 188 | - | 1 323 | - | 24 553 | 155 248 | 213 299 | 3 | 15.1 |
| BOEING 737-300 | 1 294 | - | 1 964 | - | 2 848 | - | 177 801 | 130 377 | 191 633 | 17 | 10.9 |
| BOEING 737-500 | 159 | - | 361 | - | 424 | - | 29 642 | 13 385 | 20 852 | 3 | 10.3 |
| EMBRAER RJ135 | 271 | - | 551 | - | 671 | - | 9 033 | 5 937 | 10 038 | 4 | 6.4 |
| EMBRAER RJ145 | 1 154 | - | 2 293 | - | 2 971 | - | 40 642 | 35 299 | 56 588 | 13 | 7.9 |
| Total | 7 592 | - | 9 175 | - | 15 822 | - | 598 368 | 660 930 | 1 019 702 | 70 | 9.9 |

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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 Sep 2008 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Sep 2008 |
|-------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|---|
| EXECUTIVE JET CHARTER LTD | | | | | | | | | | | |
| BAE 125 (HS 125) | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT MYSTERE-FALCON 2000 | - | - | - | - | - | - | - | - | - | 1 | 0.8 |
| DASSAULT MYSTERE-FALCON 900EX | 16 | - | 8 | - | 23 | - | 19 | 34 | 185 | 2 | 0.1 |
| Total | 16 | - | 8 | - | 23 | - | 19 | 34 | 185 | 4 | 0.3 |
| FLIGHTLINE LTD | | | | | | | | | | | |
| AVROLINER RJ100/115 | - | - | - | - | - | - | - | - | - | - | .. |
| BAE 146-200/QT | - | - | - | - | - | - | - | - | - | - | .. |
| BAE 146-300 | - | - | - | - | - | - | - | - | - | - | .. |
| MCDONNELL-DOUGLAS MD80-MD83 | - | - | - | - | - | - | - | - | - | - | .. |
| Total | - | - | - | - | - | - | - | - | - | - | .. |
| FLYBE LTD | | | | | | | | | | | |
| BAE 146-300 | - | - | - | - | - | - | - | - | - | 2 | 1.1 |
| BOMBARDIER DASH 8 Q400 | 2 716 | - | 6 893 | - | 5 899 | - | 321 667 | 126 610 | 211 537 | 42 | 6.0 |
| EMBRAER ERJ195 | 1 074 | - | 1 887 | - | 2 000 | - | 125 810 | 72 169 | 126 696 | 13 | 6.9 |
| EMBRAER RJ145 | 678 | - | 1 052 | - | 1 261 | - | 31 517 | 19 635 | 33 234 | 19 | 3.6 |
| Total | 4 468 | - | 9 832 | - | 9 159 | - | 478 994 | 218 414 | 371 467 | 76 | 5.2 |
| FLYGLOBESPAN | | | | | | | | | | | |
| BOEING 737-300 | 177 | - | 91 | - | 149 | - | 11 663 | 22 663 | 26 158 | 2 | 6.4 |
| BOEING 737-600 | - | - | - | - | - | - | - | - | - | 2 | 7.9 |
| BOEING 737-700 | 335 | - | 144 | - | 495 | - | 18 754 | 44 069 | 49 603 | 2 | 10.2 |
| BOEING 737-800 | 787 | - | 273 | - | 1 130 | - | 42 980 | 126 650 | 148 767 | 5 | 10.7 |
| BOEING 757-200 | 66 | - | 16 | - | 92 | - | 2 172 | 9 152 | 12 530 | 1 | 13.7 |
| BOEING 767-300ER/F | - | - | - | - | - | - | - | - | - | 3 | 4.3 |
| Total | 1 365 | - | 524 | - | 1 866 | - | 75 569 | 202 534 | 237 058 | 15 | 8.6 |
| GLOBAL SUPPLY SYSTEMS LTD | | | | | | | | | | | |
| BOEING 747-400F | - | 993 | - | 215 | - | 1 294 | - | - | - | 3 | 13.9 |
| Total | - | 993 | - | 215 | - | 1 294 | - | - | - | 3 | 13.9 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 17 | - | 161 | - | 74 | - | 1 216 | 120 | 320 | 3 | 3.2 |
| PILATUS BN-2A ISLANDER | 6 | - | 118 | - | 32 | - | 725 | 39 | 50 | 3 | 1.4 |
| Total | 23 | - | 279 | - | 105 | - | 1 941 | 159 | 370 | 6 | 2.3 |
| JANES AVIATION LTD | | | | | | | | | | | |
| BAE (HS) 748 | - | 3 | - | 6 | - | 10 | - | - | - | 2 | - |
| Total | - | 3 | - | 6 | - | 10 | - | - | - | 2 | - |

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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 Sep 2008 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Sep 2008 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|---|
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| BOMBARDIER REGIONAL JET 100/200 | - | - | - | - | - | - | - | - | - | 1 | - |
| CANADAIR CL-600-604 CHALLENGER | - | - | - | - | - | - | - | - | - | 6 | - |
| CESSNA 510 MUSTANG | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 560 CITATION V | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT MYSTERE-FALCON 2000 | - | - | - | - | - | - | - | - | - | 2 | - |
| DASSAULT MYSTERE-FALCON 900EX | 26 | - | 16 | - | 33 | - | 56 | 86 | 309 | 1 | 0.8 |
| EMBRAER LEGACY 600 (BJ135) | 23 | - | 18 | - | 33 | - | 82 | 135 | 369 | 2 | 0.5 |
| EMBRAER RJ135 | - | - | - | - | - | - | - | - | - | 1 | - |
| GATES LEARJET 60 | - | - | - | - | - | - | - | - | - | 2 | - |
| GULF AMERICAN GULFSTREAM IV | - | - | - | - | - | - | - | - | - | 1 | 0.3 |
| LEARJET 40/45 | - | - | - | - | - | - | - | - | - | 2 | - |
| Total | 49 | - | 34 | - | 66 | - | 138 | 221 | 678 | 20 | 0.1 |
| THOMAS COOK AIRLINES LTD (MYT) | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 186 | - | 440 | - | 1 735 | - | 72 476 | 196 760 | 213 661 | 11 | 15.2 |
| AIRBUS A321 | 456 | - | 176 | 1 | 682 | 1 | 33 344 | 89 424 | 100 386 | 4 | 13.5 |
| AIRBUS A330-200 | 1 271 | - | 200 | - | 1 648 | - | 55 294 | 381 759 | 410 679 | 7 | 16.5 |
| AIRBUS A330-300 | 489 | 10 | 105 | 1 | 648 | 14 | - | 189 942 | 197 862 | - | .. |
| BOEING 757-200 | 2 601 | - | 848 | - | 3 728 | - | 179 747 | 556 761 | 609 844 | 16 | 16.1 |
| BOEING 757-300 | 350 | - | 126 | - | 510 | - | 33 299 | 92 204 | 97 773 | 2 | 15.1 |
| BOEING 767-300ER/F | 289 | - | 62 | - | 379 | - | - | 91 392 | 94 144 | 2 | 14.0 |
| Total | 6 642 | 10 | 1 957 | 2 | 9 329 | 15 | 374 160 | 1 598 242 | 1 724 349 | 42 | 15.5 |
| THOMSON AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 498 | - | 215 | - | 736 | - | 32 367 | 79 090 | 89 575 | 6 | 11.5 |
| AIRBUS A321 | 271 | - | 104 | - | 400 | - | 19 704 | 52 237 | 59 129 | 3 | 15.1 |
| BOEING 737-300 | 1 157 | - | 563 | - | 1 838 | - | 67 491 | 141 359 | 171 252 | 10 | 11.4 |
| BOEING 737-800 | 1 976 | - | 767 | - | 2 883 | - | 122 233 | 319 167 | 373 326 | 13 | 12.8 |
| BOEING 757-200 | 3 506 | - | 1 155 | - | 4 997 | - | 224 979 | 696 529 | 796 211 | 29 | 14.3 |
| BOEING 767-200 | 687 | - | 109 | - | 912 | - | 16 799 | 92 363 | 188 442 | 2 | 8.2 |
| BOEING 767-300ER/F | 2 934 | - | 504 | - | 3 788 | - | 111 624 | 744 001 | 786 078 | 13 | 14.3 |
| Total | 11 029 | - | 3 417 | - | 15 554 | - | 595 197 | 2 124 746 | 2 464 013 | 76 | 13.3 |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| BAE 146-200/QT | 8 | 94 | 8 | 140 | 11 | 130 | 348 | 354 | 628 | 4 | 2.0 |
| BEECHCRAFT 300 / 350 SUPER KING | - | - | - | - | - | - | - | - | - | 1 | 0.4 |
| BOEING 737-300 | 13 | 63 | 9 | 128 | 17 | 85 | 416 | 483 | 1 632 | 4 | 2.5 |
| BOEING 757-200 | 47 | - | 24 | - | 58 | - | 3 408 | 6 369 | 9 652 | 2 | 5.5 |
| Total | 68 | 157 | 41 | 268 | 86 | 215 | 4 172 | 7 206 | 11 912 | 11 | 2.7 |

| | 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 Sep 2008 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Sep 2008 |
|--------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|---|
| TWINJET AIRCRAFT | | | | | | | | | | | |
| AIRBUS A319 CJ (EXEC) | 12 | - | 10 | - | 31 | - | 219 | 205 | 400 | 1 | 1.2 |
| CANADAIR CL-600-604 CHALLENGER | 27 | - | 11 | - | 40 | - | 32 | 91 | 246 | 1 | 1.4 |
| EMBRAER LEGACY 600 (BJ135) | 6 | - | 3 | - | 9 | - | 22 | 45 | 76 | 1 | 0.8 |
| Total | 45 | - | 24 | - | 81 | - | 273 | 341 | 722 | 3 | 1.1 |
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A340-300 | 2 109 | - | 325 | - | 2 792 | - | 56 045 | 365 488 | 506 126 | 6 | 14.0 |
| AIRBUS A340-600 | 6 581 | - | 891 | - | 8 507 | - | 188 720 | 1 416 957 | 2 026 895 | 19 | 14.7 |
| BOEING 747-400 | 4 529 | - | 618 | - | 5 600 | - | 217 170 | 1 575 998 | 1 832 206 | 13 | 14.1 |
| Total | 13 219 | - | 1 834 | - | 16 899 | - | 461 935 | 3 358 443 | 4 365 227 | 38 | 14.4 |
| XL AIRWAYS UK LTD | | | | | | | | | | | |
| BOEING 737-800 | - | - | - | - | - | - | - | - | - | - | .. |
| BOEING 737-900 ER | - | - | - | - | - | - | - | - | - | - | .. |
| BOEING 767-200ER | - | - | - | - | - | - | - | - | - | - | .. |
| BOEING 767-300ER/F | - | - | - | - | - | - | - | - | - | - | .. |
| Total | - | - | - | - | - | - | - | - | - | - | .. |
| Grand Total | 126 300 | 3 453 | 79 862 | 3 025 | 199 419 | 5 825 | 8 114 774 | 20 780 566 | 26 845 961 | 966 | 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