

| Key Regions | 9-15 December 2002 | | 8-14 December 2003 | | Variance | | | |
|---|--------------------|--------------|--------------------|--------------|------------------|-------------|------------------|------------|
| | <i>Frequency</i> | <i>Seats</i> | <i>Frequency</i> | <i>Seats</i> | <i>Frequency</i> | <i>%</i> | <i>Seats</i> | <i>%</i> |
| PASSENGER | | | | | | | | |
| Worldwide | 491,389 | 54,027,081 | 494,739 | 55,107,080 | 3,350 | 1% | 1,079,999 | 2% |
| To/From USA & Canada (excluding domestic US and Canada) | 23,727 | 3,758,622 | 23,577 | 3,729,947 | -150 | -1% | -28,675 | -1% |
| US Domestic | 182,469 | 16,944,222 | 185,129 | 16,888,214 | 2,660 | 1% | -56,008 | -0% |
| To/From UK (excluding domestic) | 20,321 | 2,966,152 | 20,876 | 3,240,234 | 555 | 3% | 274,082 | 9% |
| UK Domestic | 7,963 | 636,303 | 7,550 | 654,762 | -413 | -5% | 18,459 | 3% |
| To/From Central & South America | 11,295 | 1,744,767 | 11,470 | 1,767,193 | 175 | 2% | 22,426 | 1% |
| Within Central & South America | 44,723 | 3,894,976 | 39,642 | 3,596,894 | -5,081 | -11% | -298,082 | -8% |
| To/From Europe | 14,503 | 3,484,756 | 14,875 | 3,604,002 | 372 | 3% | 119,246 | 3% |
| Within Europe | 112,076 | 11,130,587 | 112,139 | 11,639,718 | 63 | 0% | 509,131 | 5% |
| To/From Asia Pacific | 7,357 | 1,987,427 | 7,919 | 2,064,217 | 562 | 8% | 76,790 | 4% |
| Within Asia Pacific | 84,570 | 12,486,847 | 89,914 | 13,187,256 | 5,344 | 6% | 700,409 | 6% |
| To/From Africa | 4,318 | 886,572 | 4,413 | 893,638 | 95 | 2% | 7,066 | 1% |
| Within Africa | 11,229 | 1,069,359 | 11,129 | 1,078,308 | -100 | -1% | 8,949 | 1% |
| To/From China (Including Hong Kong & Macao) | 5,288 | 1,405,995 | 5,490 | 1,415,001 | 202 | 4% | 9,006 | 1% |
| Within China (Including Hong Kong & Macao) | 16,420 | 2,497,729 | 19,305 | 2,870,731 | 2,885 | 18% | 373,002 | 15% |
| To/From Middle East | 4,843 | 1,097,268 | 5,146 | 1,170,870 | 303 | 6% | 73,602 | 7% |
| Within Middle East | 5,524 | 907,290 | 5,646 | 963,859 | 122 | 2% | 56,569 | 6% |

| Key Routes | 9-15 December 2002 | | 8-14 December 2003 | | Variance | | | |
|--|--------------------|---------|--------------------|-----------|-------------|-------------|----------------|-------------|
| | Frequency | Seats | Frequency | Seats | Frequency | % | Seats | % |
| PASSENGER | | | | | | | | |
| Transatlantic | | | | | | | | |
| USA & Canada To/From Western Europe | 4305 | 1148870 | 4,181 | 1,162,376 | -124 | -3% | 13,506 | 1% |
| London Heathrow To/From USA & Canada | 1172 | 343020 | 1,142 | 373,136 | -30 | -3% | 30,116 | 9% |
| London Gatwick To/From USA & Canada | 349 | 95782 | 307 | 90,643 | -42 | -12% | -5,139 | -5% |
| Amsterdam To/From USA & Canada | 418 | 116060 | 378 | 99,790 | -40 | -10% | -16,270 | -14% |
| Paris Charles de Gaulle To/From USA & Canada | 575 | 152062 | 562 | 153,832 | -13 | -2% | 1,770 | 1% |
| Frankfurt To/From USA & Canada | 541 | 149578 | 548 | 153,980 | 7 | 1% | 4,402 | 3% |
| Atlanta Hartsfield To/From Western Europe | 287 | 69086 | 275 | 66,123 | -12 | -4% | -2,963 | -4% |
| Dallas Fort Worth To/From Western Europe | 94 | 22636 | 104 | 27,032 | 10 | 11% | 4,396 | 19% |
| Miami To/From Western Europe | 213 | 63730 | 216 | 65,421 | 3 | 1% | 1,691 | 3% |
| New York JFK To/From Western Europe | 776 | 212500 | 722 | 203,236 | -54 | -7% | -9,264 | -4% |
| Chicago O Hare To/From Western Europe | 399 | 103516 | 442 | 120,070 | 43 | 11% | 16,554 | 16% |
| Los Angeles To/From Western Europe | 185 | 60256 | 176 | 57,916 | -9 | -5% | -2,340 | -4% |
| Western Europe/Asia Pacific | | | | | | | | |
| Western Europe To/From Asia Pacific | 2,120 | 685,417 | 2,262 | 713,934 | 142 | 7% | 28,517 | 4% |
| London (Heathrow & Gatwick) To/From Asia Pacific | 521 | 191,438 | 553 | 200,474 | 32 | 6% | 9,036 | 5% |
| Amsterdam To/From Asia Pacific | 225 | 68,784 | 225 | 68,080 | 0 | 0% | -704 | -1% |
| Paris Charles de Gaulle To/From Asia Pacific | 321 | 105,330 | 354 | 112,742 | 33 | 10% | 7,412 | 7% |
| Frankfurt To/From Asia Pacific | 395 | 135,619 | 435 | 144,088 | 40 | 10% | 8,469 | 6% |
| Tokyo To/From Western Europe | 306 | 103,292 | 310 | 99,760 | 4 | 1% | -3,532 | -3% |
| Singapore Changi To/From Western Europe | 260 | 97,614 | 262 | 95,650 | 2 | 1% | -1,964 | -2% |
| Hong Kong To/From Western Europe | 186 | 61,560 | 188 | 62,120 | 2 | 1% | 560 | 1% |
| Transpacific | | | | | | | | |
| USA & Canada To/From Asia Pacific | 1,762 | 588,653 | 1,743 | 556,385 | -19 | -1% | -32,268 | -5% |
| Tokyo To/From USA & Canada | 633 | 214,449 | 626 | 199,206 | -7 | -1% | -15,243 | -7% |
| Hong Kong To/From USA & Canada | 170 | 56,568 | 164 | 51,270 | -6 | -4% | -5,298 | -9% |
| San Francisco To/From Asia Pacific | 256 | 87,033 | 252 | 79,887 | -4 | -2% | -7,146 | -8% |
| Los Angeles To/From Asia Pacific | 491 | 178,028 | 495 | 173,156 | 4 | 1% | -4,872 | -3% |
| Vancouver To/From Asia Pacific | 180 | 52,510 | 202 | 55,453 | 22 | 12% | 2,943 | 6% |

| Key Hubs | 9-15 December 2002 | | 8-14 December 2003 | | Variance | | | |
|--------------------------------------|--------------------|-----------|--------------------|-----------|-----------|------|----------|------|
| | | | | | Frequency | % | Seats | % |
| To/From London Heathrow | 8,861 | 1,700,620 | 8,944 | 1,760,943 | 83 | 1% | 60,323 | 4% |
| To/From London Gatwick | 3,554 | 468,369 | 3,336 | 494,213 | -218 | -6% | 25,844 | 6% |
| To/From Amsterdam | 6,952 | 910,451 | 6,766 | 884,940 | -186 | -3% | -25,511 | -3% |
| To/From Paris Charles de Gaulle | 8,973 | 1,320,541 | 8,905 | 1,328,988 | -68 | -1% | 8,447 | 1% |
| To/From Frankfurt | 8,066 | 1,265,161 | 7,904 | 1,221,305 | -162 | -2% | -43,856 | -3% |
| To/From Tokyo Narita | 2,887 | 877,517 | 2,879 | 845,595 | -8 | -0% | -31,922 | -4% |
| To/From Singapore Changi | 3,171 | 867,544 | 2,953 | 831,569 | -218 | -7% | -35,975 | -4% |
| To/From Hong Kong | 3,572 | 963,064 | 3,606 | 950,283 | 34 | 1% | -12,781 | -1% |
| To/From Chicago O Hare | 17,022 | 1,868,718 | 18,334 | 1,925,030 | 1,312 | 8% | 56,312 | 3% |
| To/From Atlanta Hartsfield | 16,238 | 2,111,610 | 17,519 | 2,133,853 | 1,281 | 8% | 22,243 | 1% |
| To/From Dallas Fort Worth | 13,897 | 1,408,596 | 14,693 | 1,516,978 | 796 | 6% | 108,382 | 8% |
| To/From Denver | 8,984 | 953,574 | 9,088 | 962,831 | 104 | 1% | 9,257 | 1% |
| To/From Phoenix Sky Harbour | 8,939 | 1,066,541 | 8,351 | 1,007,442 | -588 | -7% | -59,099 | -6% |
| To/From Detroit Wayne County | 8,542 | 933,618 | 8,912 | 928,352 | 370 | 4% | -5,266 | -1% |
| To/From Minneapolis | 8,225 | 901,196 | 8,489 | 898,192 | 264 | 3% | -3,004 | -0% |
| To/From Houston George Bush | 8,015 | 872,989 | 8,749 | 876,801 | 734 | 9% | 3,812 | 0% |
| To/From Cincinnati Northern Kentucky | 8,226 | 660,266 | 8,783 | 654,936 | 557 | 7% | -5,330 | -1% |
| To/From St. Louis Lambert | 7,483 | 726,118 | 4,790 | 381,903 | -2,693 | -36% | -344,215 | -47% |
| To/From Philadelphia | 7,201 | 733,809 | 7,218 | 727,080 | 17 | 0% | -6,729 | -1% |
| To/From Charlotte | 6,915 | 665,982 | 7,268 | 703,787 | 353 | 5% | 37,805 | 6% |
| To/From New York La Guardia | 7,294 | 722,050 | 7,538 | 714,232 | 244 | 3% | -7,818 | -1% |
| To/From Newark | 6,981 | 818,331 | 7,392 | 858,536 | 411 | 6% | 40,205 | 5% |
| To/From Pittsburgh | 6,451 | 495,601 | 6,069 | 443,264 | -382 | -6% | -52,337 | -11% |
| To/From Boston Logan | 6,366 | 650,636 | 6,278 | 659,804 | -88 | -1% | 9,168 | 1% |
| To/From Seattle/Tacoma | 6,165 | 691,895 | 6,076 | 680,939 | -89 | -1% | -10,956 | -2% |
| To/From Las Vegas McCarran | 5,527 | 784,076 | 6,222 | 906,374 | 695 | 13% | 122,298 | 16% |
| To/From San Francisco | 5,684 | 805,399 | 5,563 | 774,600 | -121 | -2% | -30,799 | -4% |
| To/From Miami | 5,892 | 845,815 | 5,831 | 857,201 | -61 | -1% | 11,386 | 1% |
| To/From Washington Dulles | 5,443 | 499,168 | 5,063 | 478,502 | -380 | -7% | -20,666 | -4% |
| To/From Salt Lake City | 5,098 | 517,967 | 5,256 | 505,316 | 158 | 3% | -12,651 | -2% |
| To/From New York JFK | 4,964 | 846,594 | 4,712 | 854,666 | -252 | -5% | 8,072 | 1% |
| To/From Washington Ronald Reagan | 5,008 | 455,894 | 5,181 | 465,733 | 173 | 3% | 9,839 | 2% |
| To/From Chicago Midway | 4,471 | 531,897 | 4,744 | 571,662 | 273 | 6% | 39,765 | 7% |
| To/From Orlando International | 4,745 | 636,495 | 5,236 | 702,370 | 491 | 10% | 65,875 | 10% |
| To/From Baltimore Washington | 4,359 | 533,327 | 4,584 | 569,386 | 225 | 5% | 36,059 | 7% |
| To/From Cleveland Hopkins | 4,059 | 312,401 | 4,417 | 304,726 | 358 | 9% | -7,675 | -2% |
| To/From Memphis | 4,026 | 346,040 | 4,202 | 320,798 | 176 | 4% | -25,242 | -7% |

| Low Cost | 9-15 December 2002 | | 8-14 December 2003 | | Variance | | | |
|--------------------------------------|---------------------------|--------------|---------------------------|--------------|------------------|----------|--------------|----------|
| PASSENGER | <i>Frequency</i> | <i>Seats</i> | <i>Frequency</i> | <i>Seats</i> | <i>Frequency</i> | <i>%</i> | <i>Seats</i> | <i>%</i> |
| Low Cost To/From UK | 4,203 | 594,004 | 5,174 | 795,460 | 971 | 23% | 201,456 | 34% |
| Low Cost Within UK | 1,376 | 186,650 | 1,556 | 223,998 | 180 | 13% | 37,348 | 20% |
| Low Cost To/From Europe | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Low Cost Within Europe | 7,882 | 1,147,048 | 12,821 | 1,895,151 | 4,939 | 63% | 748,103 | 65% |
| Low Cost To/From US | 103 | 15,932 | 244 | 36,018 | 141 | 137% | 20,086 | 126% |
| Low Cost Within US | 25,195 | 3,335,405 | 26,701 | 3,571,225 | 1,506 | 6% | 235,820 | 7% |
| Low Cost To/From Canada | 0 | 0 | 74 | 11,520 | 74 | n/a | 11,520 | n/a |
| Low Cost Within Canada | 1,767 | 228,256 | 2,412 | 307,939 | 645 | 37% | 79,683 | 35% |
| Low Cost To/From Asia | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Low Cost Within Asia | 728 | 103,110 | 1,152 | 153,292 | 424 | 58% | 50,182 | 49% |
| Low Cost To/From Pacific/Australasia | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Low Cost Within Pacific/Australasia | 1,120 | 136,948 | 1,755 | 252,524 | 635 | 57% | 115,576 | 84% |
| Low Cost Within Latin America | 2,035 | 250,514 | 1,775 | 255,880 | -260 | -13% | 5,366 | 2% |
| Low Cost To/From Latin America | 103 | 15,932 | 170 | 24,498 | 67 | 65% | 8,566 | 54% |