

| | 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-03 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar-03 |
|------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| AIR 2000 | | | | | | | | | | | |
| AIRBUS A320-100/200 | 853 | - | 352 | - | 1 241 | - | 56 463 | 138 981 | 153 682 | 4 | 9.2 |
| AIRBUS A321 | 1 140 | - | 491 | - | 1 687 | - | 93 838 | 221 842 | 248 407 | 6 | 8.0 |
| BOEING 757-200 | 1 879 | - | 876 | - | 2 806 | - | 162 381 | 372 941 | 437 931 | 17 | 5.1 |
| BOEING 767-300ER/F | 721 | - | 148 | - | 969 | - | 33 469 | 189 032 | 225 015 | 3 | 11.9 |
| Total | 4 593 | - | 1 867 | - | 6 704 | - | 346 151 | 922 796 | 1 065 035 | 30 | 7.0 |
| AIR CORDIAL LTD | | | | | | | | | | | |
| AIRBUS A300B4-100/200 | 110 | - | 47 | - | 158 | - | 11 467 | 33 476 | 35 795 | 2 | 0.9 |
| Total | 110 | - | 47 | - | 158 | - | 11 467 | 33 476 | 35 795 | 2 | 0.9 |
| AIR WALES LTD | | | | | | | | | | | |
| ATR42-300 | 70 | - | 249 | - | 215 | - | 2 245 | 924 | 3 345 | - | .. |
| Total | 70 | - | 249 | - | 215 | - | 2 245 | 924 | 3 345 | - | .. |
| AIRFREIGHT EXPRESS LTD | | | | | | | | | | | |
| BOEING 747-200C/200F | - | - | - | - | - | - | - | - | - | 1 | 8.7 |
| Total | - | - | - | - | - | - | - | - | - | 1 | 8.7 |
| ASTRAEUS LTD | | | | | | | | | | | |
| BOEING 737-300 | 503 | - | 274 | - | 700 | - | 30 695 | 58 220 | 74 490 | 3 | 5.1 |
| BOEING 737-700 | 331 | - | 154 | - | 455 | - | 20 049 | 44 877 | 48 994 | 2 | 6.8 |
| Total | 834 | - | 428 | - | 1 155 | - | 50 744 | 103 097 | 123 484 | 5 | 5.9 |
| ATLANTIC AIRLINES | | | | | | | | | | | |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 401/402/411/421 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 500 CITATION I | 1 | - | 2 | - | 2 | - | - | 1 | 6 | - | .. |
| DOUGLAS DC3 C47 DAKOTA | - | 2 | - | 12 | - | 10 | - | - | - | 1 | 0.2 |
| DOUGLAS DC6/6A/6B/6C | - | 5 | - | 5 | - | 11 | - | - | - | 2 | 0.1 |
| FAIRCHILD SA-227 METRO III | - | - | - | - | - | - | - | - | - | 1 | 0.1 |
| LOCKHEED L188 ELECTRA | - | 124 | - | 232 | - | 264 | - | - | - | 7 | 1.3 |
| REIMS-CESSNA F406/CARAVAN II | - | - | - | - | - | - | - | - | - | 2 | - |
| Total | 1 | 131 | 2 | 249 | 2 | 285 | - | 1 | 6 | 18 | 0.5 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| PILATUS BN-2A TRISLANDER MK3 | 80 | - | 1 127 | - | 393 | - | 10 460 | 764 | 1 371 | 8 | 1.6 |
| SAAB FAIRCHILD 340 | 166 | - | 450 | - | 543 | - | 9 585 | 3 522 | 5 417 | 3 | 3.8 |
| SHORTS 360 | 12 | - | 297 | - | 61 | - | 8 215 | 323 | 421 | 1 | 1.7 |
| Total | 258 | - | 1 874 | - | 997 | - | 28 260 | 4 609 | 7 209 | 12 | 2.1 |

| | 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 2003 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2003 |
|--------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| BA CITIEXPRESS (IOM) LTD | | | | | | | | | | | |
| BAE 146-100 | 45 | - | 107 | - | 123 | - | 5 245 | 2 239 | 3 454 | 1 | 6.7 |
| BAE 146-200/QT | - | - | - | - | - | - | - | - | - | 1 | - |
| BAE ATP | 123 | - | 715 | - | 512 | - | 22 725 | 4 564 | 8 317 | 3 | 4.3 |
| Total | 168 | - | 822 | - | 635 | - | 27 970 | 6 803 | 11 771 | 5 | 3.3 |
| BAC EXPRESS AIRLINES LTD | | | | | | | | | | | |
| FOKKER F27-500 | - | 56 | - | 149 | - | 211 | - | - | - | 4 | 2.0 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 12 | - |
| Total | - | 56 | - | 149 | - | 211 | - | - | - | 16 | 0.5 |
| BAE SYSTEMS (CORP AIR TVL) LTD | | | | | | | | | | | |
| BAE 146-100 | 28 | - | 24 | - | 48 | - | 623 | 738 | 1 875 | 1 | 1.9 |
| BAE 146-200/QT | 25 | - | 80 | - | 60 | - | 4 280 | 1 323 | 2 719 | 1 | 2.2 |
| BAE ATP | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 53 | - | 104 | - | 108 | - | 4 903 | 2 061 | 4 594 | 3 | 1.9 |
| BMI BRITISH MIDLAND | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 028 | 1 | 1 737 | 2 | 2 447 | 2 | 171 813 | 105 025 | 160 316 | 10 | 8.1 |
| AIRBUS A321 | 894 | 21 | 1 663 | 40 | 2 230 | 45 | 199 298 | 109 831 | 178 035 | 10 | 7.3 |
| AIRBUS A330-200 | 938 | - | 127 | - | 1 169 | - | 10 030 | 154 116 | 228 903 | 3 | 12.6 |
| BOEING 737-300 | 829 | - | 959 | - | 1 594 | - | 75 269 | 87 031 | 122 815 | 5 | 11.0 |
| BOEING 737-400 | - | - | - | - | - | - | - | - | - | - | 8.4 |
| BOEING 737-500 | 962 | - | 1 300 | - | 1 957 | - | 105 424 | 88 470 | 123 561 | 8 | 7.8 |
| FOKKER 100 | 491 | - | 1 109 | - | 1 410 | - | 75 455 | 33 763 | 52 099 | 6 | 6.9 |
| Total | 5 142 | 22 | 6 895 | 42 | 10 807 | 47 | 637 289 | 578 236 | 865 729 | 42 | 8.4 |
| BMI REGIONAL | | | | | | | | | | | |
| EMBRAER RJ135 | 207 | - | 386 | - | 458 | - | 3 063 | 3 535 | 7 695 | 2 | 6.2 |
| EMBRAER RJ145 | 780 | - | 1 487 | - | 1 795 | - | 23 921 | 21 681 | 38 236 | 9 | 6.2 |
| Total | 987 | - | 1 873 | - | 2 253 | - | 26 984 | 25 216 | 45 931 | 11 | 6.2 |
| BRITANNIA AIRWAYS | | | | | | | | | | | |
| BOEING 757-200 | 2 984 | - | 1 384 | - | 4 433 | - | 286 189 | 625 663 | 701 039 | 19 | 7.7 |
| BOEING 767-200ER | 630 | - | 251 | - | 909 | - | 62 155 | 157 439 | 182 710 | 4 | 7.8 |
| BOEING 767-300ER/F | 1 031 | - | 299 | - | 1 450 | - | 85 823 | 294 692 | 334 061 | 8 | 3.0 |
| Total | 4 645 | - | 1 934 | - | 6 792 | - | 434 167 | 1 077 794 | 1 217 810 | 31 | 6.5 |

| | 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 Mar 2003 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2003 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| BRITISH AIRWAYS CITIEXPRESS LTD | | | | | | | | | | | |
| BAE 146-100 | 31 | - | 52 | - | 72 | - | 1 276 | 1 416 | 2 244 | 1 | 6.4 |
| BAE 146-200/QT | 205 | - | 363 | - | 488 | - | 4 953 | 10 594 | 17 103 | 2 | 10.7 |
| BAE 146-300 | 135 | - | 180 | - | 301 | - | 10 406 | 7 825 | 15 025 | 1 | 7.1 |
| BAE ATP | 221 | - | 862 | - | 818 | - | 29 002 | 10 215 | 14 788 | 10 | 4.7 |
| BAE JETSTREAM 41 | - | - | - | - | - | - | - | - | - | 12 | 2.9 |
| DE HAVILLAND DASH 8-300/Q300 | 526 | - | 1 679 | - | 1 779 | - | 43 355 | 15 082 | 26 309 | 10 | 6.0 |
| EMBRAER RJ145 | 2 978 | - | 4 629 | - | 6 399 | - | 74 870 | 85 776 | 145 909 | 28 | 7.2 |
| Total | 4 096 | - | 7 765 | - | 9 857 | - | 163 862 | 130 908 | 221 378 | 64 | 5.9 |
| BRITISH AIRWAYS PLC | | | | | | | | | | | |
| AIRBUS A319 | 3 746 | - | 4 647 | - | 7 875 | - | 404 609 | 320 774 | 450 285 | 33 | 9.1 |
| AIRBUS A320-100/200 | 3 157 | - | 3 085 | - | 6 057 | - | 309 794 | 322 177 | 451 973 | 24 | 7.8 |
| BAC/AEROSPATIALE CONCORDE | 292 | - | 51 | - | 203 | - | 2 533 | 14 663 | 27 916 | 5 | 1.6 |
| BOEING 737-300 | 577 | - | 716 | - | 1 212 | - | 59 904 | 48 211 | 70 624 | 5 | 5.0 |
| BOEING 737-400 | 2 513 | - | 3 044 | - | 5 199 | - | 287 064 | 245 359 | 355 936 | 27 | 7.0 |
| BOEING 737-500 | 501 | - | 699 | - | 1 107 | - | 53 189 | 40 392 | 53 172 | 10 | 3.8 |
| BOEING 747-400 | 16 475 | - | 2 307 | - | 20 662 | - | 492 851 | 4 271 320 | 5 418 630 | 56 | 12.3 |
| BOEING 757-200 | 1 402 | - | 1 673 | - | 2 914 | - | 200 836 | 174 248 | 241 959 | 13 | 6.9 |
| BOEING 767-300 | 1 261 | - | 870 | - | 2 175 | - | 130 640 | 196 715 | 306 935 | 9 | 5.9 |
| BOEING 767-300ER/F | 2 413 | - | 497 | - | 3 280 | - | 61 270 | 312 750 | 440 554 | 10 | 10.7 |
| BOEING 777-200 | 7 363 | - | 1 406 | - | 9 581 | - | 202 911 | 1 242 580 | 1 836 651 | 27 | 12.1 |
| BOEING 777-200ER | 4 201 | - | 732 | - | 5 406 | - | 91 704 | 633 067 | 979 107 | 16 | 12.6 |
| Total | 43 901 | - | 19 727 | - | 65 671 | - | 2 297 305 | 7 822 256 | 10 633 742 | 235 | 9.4 |
| BRITISH INTERNATIONAL | | | | | | | | | | | |
| SIKORSKY S61N | 48 | - | 806 | - | 263 | - | 14 732 | 882 | 1 158 | 6 | 0.8 |
| Total | 48 | - | 806 | - | 263 | - | 14 732 | 882 | 1 158 | 6 | 0.8 |
| BRITISH MEDITERRANEAN AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 609 | - | 240 | - | 936 | - | 7 444 | 27 550 | 75 569 | 3 | 12.0 |
| AIRBUS A321 | 442 | - | 136 | - | 659 | - | 8 168 | 29 748 | 65 828 | 2 | 13.4 |
| Total | 1 051 | - | 376 | - | 1 595 | - | 15 612 | 57 298 | 141 397 | 5 | 12.7 |
| CHANNEL EXPRESS (AIR SVS) | | | | | | | | | | | |
| AIRBUS A300F4 | - | 153 | - | 268 | - | 279 | - | - | - | 4 | 2.0 |
| BOEING 737-300 | 307 | 2 | 269 | 6 | 491 | 6 | 23 138 | 34 448 | 44 950 | 4 | 1.3 |
| FOKKER F27 100-400/600 | - | 20 | - | 92 | - | 80 | - | - | - | 2 | 1.6 |
| FOKKER F27-500 | - | 83 | - | 354 | - | 321 | - | - | - | 5 | 2.6 |
| LOCKHEED L188 ELECTRA | - | 13 | - | 30 | - | 34 | - | - | - | 2 | 0.5 |
| Total | 307 | 271 | 269 | 750 | 491 | 720 | 23 138 | 34 448 | 44 950 | 17 | 1.8 |

| | 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 Mar 2003 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2003 |
|-----------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|---|
| CITY FLYER EXPRESS | | | | | | | | | | | |
| ATR72 | 295 | - | 640 | - | 936 | - | 30 085 | 14 144 | 19 458 | 5 | 7.0 |
| AVROLINER RJ100/115 | 1 543 | - | 2 177 | - | 3 460 | - | 7 914 | 90 786 | 163 366 | 16 | 7.2 |
| Total | 1 838 | - | 2 817 | - | 4 396 | - | 37 999 | 104 930 | 182 824 | 21 | 7.1 |
| COUGAR LEASING LTD | | | | | | | | | | | |
| BOEING 727-200/200 ADVANCED | - | 139 | - | 131 | - | 222 | - | - | - | 2 | 2.8 |
| Total | - | 139 | - | 131 | - | 222 | - | - | - | 2 | 2.8 |
| DHL AIR LTD | | | | | | | | | | | |
| BOEING 757-200 | - | 653 | - | 940 | - | 1 298 | - | - | - | 14 | 3.2 |
| Total | - | 653 | - | 940 | - | 1 298 | - | - | - | 14 | 3.2 |
| EASYJET AIRLINE COMPANY LTD | | | | | | | | | | | |
| BOEING 737-300 | 6 745 | - | 7 631 | - | 13 001 | - | 904 704 | 806 115 | 1 004 924 | 41 | 9.8 |
| BOEING 737-700 | 4 395 | - | 4 671 | - | 8 273 | - | 572 059 | 538 125 | 654 845 | 22 | 11.7 |
| Total | 11 140 | - | 12 302 | - | 21 274 | - | 1 476 763 | 1 344 240 | 1 659 769 | 63 | 10.5 |
| EMERALD AIRWAYS LIMITED | | | | | | | | | | | |
| BAE (HS) 748 | - | 163 | - | 578 | - | 475 | - | - | - | 15 | 1.2 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 2 | - |
| Total | - | 163 | - | 578 | - | 475 | - | - | - | 17 | 1.1 |
| EUROPEAN AIR CHARTER | | | | | | | | | | | |
| BOEING 737-200 | 458 | - | 305 | - | 721 | - | 26 506 | 42 063 | 59 790 | 8 | 2.6 |
| BOEING 747-200B | 129 | 6 | 22 | 1 | 161 | 8 | 5 948 | 47 882 | 57 299 | 5 | 4.4 |
| Total | 587 | 6 | 327 | 1 | 882 | 8 | 32 454 | 89 945 | 117 089 | 13 | 3.3 |
| EXCEL AIRWAYS LTD | | | | | | | | | | | |
| BOEING 737-800 | 826 | - | 350 | - | 1 244 | - | 51 777 | 127 221 | 156 068 | 4 | 8.7 |
| Total | 826 | - | 350 | - | 1 244 | - | 51 777 | 127 221 | 156 068 | 4 | 8.7 |
| EXECUTIVE JET CHARTER LTD | | | | | | | | | | | |
| BAE(HS)125 | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT BREQUET FALCON 50 | 4 | - | 5 | - | 6 | - | 16 | 11 | 29 | 1 | 0.3 |
| DASSAULT MYSTERE-FALCON 900 | - | - | - | - | - | - | - | - | - | 1 | 0.2 |
| Total | 4 | - | 5 | - | 6 | - | 16 | 11 | 29 | 3 | 0.2 |

| | 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 2003 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2003 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| FLIGHTLINE LTD | | | | | | | | | | | |
| BAE 146-200/QT | 200 | - | 406 | - | 389 | - | 11 006 | 9 682 | 19 357 | 5 | 2.0 |
| BAE 146-300 | 41 | - | 43 | - | 72 | - | 1 333 | 2 475 | 4 384 | 1 | 1.9 |
| Total | 241 | - | 449 | - | 460 | - | 12 339 | 12 157 | 23 741 | 6 | 2.0 |
| FLYBE.BRITISH EUROPEAN | | | | | | | | | | | |
| BAE 146-100 | 89 | - | 120 | - | 214 | - | 4 546 | 3 368 | 6 631 | 2 | 6.8 |
| BAE 146-200/QT | 610 | - | 1 062 | - | 1 465 | - | 64 369 | 42 459 | 59 239 | 8 | 5.6 |
| BAE 146-300 | 534 | - | 1 137 | - | 1 472 | - | 95 917 | 46 521 | 59 742 | 6 | 7.6 |
| BOMBARDIER DASH 8 Q100/200 | 219 | - | 648 | - | 769 | - | 16 504 | 5 939 | 8 088 | 3 | 7.1 |
| BOMBARDIER DASH 8 Q400 | 359 | - | 767 | - | 965 | - | 33 044 | 16 019 | 28 033 | 4 | 6.5 |
| BOMBARDIER REGIONAL JET 100/200 | 226 | - | 594 | - | 681 | - | 18 880 | 7 540 | 11 304 | 4 | 8.1 |
| DE HAVILLAND DASH 8-300/Q300 | 244 | - | 1 030 | - | 955 | - | 28 558 | 8 226 | 12 199 | 4 | 7.2 |
| Total | 2 281 | - | 5 358 | - | 6 521 | - | 261 818 | 130 072 | 185 236 | 31 | 6.9 |
| GB AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 237 | - | 805 | - | 2 026 | - | 84 309 | 137 445 | 187 832 | 6 | 8.5 |
| AIRBUS A321 | 704 | - | 355 | - | 1 092 | - | 52 024 | 102 384 | 130 018 | 3 | 10.3 |
| BOEING 737-300 | 485 | - | 376 | - | 844 | - | 33 781 | 45 406 | 60 709 | 4 | 8.1 |
| Total | 2 426 | - | 1 536 | - | 3 962 | - | 170 114 | 285 235 | 378 559 | 13 | 8.8 |
| GLOBAL SUPPLY SYSTEMS LTD | | | | | | | | | | | |
| BOEING 747-400F | - | 522 | - | 129 | - | 680 | - | - | - | 2 | 13.5 |
| Total | - | 522 | - | 129 | - | 680 | - | - | - | 2 | 13.5 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 51 | - | 253 | - | 214 | - | 1 985 | 405 | 978 | 2 | 1.1 |
| PILATUS BN-2A ISLANDER | 40 | - | 553 | - | 193 | - | 3 314 | 234 | 320 | 3 | 0.4 |
| Total | 91 | - | 806 | - | 407 | - | 5 299 | 639 | 1 298 | 5 | 0.7 |
| KLM UK LTD | | | | | | | | | | | |
| ATR72 | - | - | - | - | - | - | - | - | - | 2 | - |
| BAE 146-300 | - | - | - | - | - | - | - | - | - | 8 | 5.8 |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | 8 | 5.5 |
| Total | - | - | - | - | - | - | - | - | - | 18 | 4.8 |
| LOGANAIR | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 28 | - | 201 | - | 150 | - | 1 429 | 216 | 530 | 2 | 2.5 |
| PILATUS BN-2A ISLANDER | 15 | - | 478 | - | 93 | - | 1 630 | 52 | 122 | 5 | 0.6 |
| SAAB FAIRCHILD 340 | 198 | - | 1 050 | - | 761 | - | 17 150 | 3 735 | 6 774 | 7 | 3.5 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | - | - |
| Total | 241 | - | 1 729 | - | 1 004 | - | 20 209 | 4 003 | 7 426 | 14 | 2.3 |

| | 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 2003 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2003 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| MAERSK AIR LIMITED | | | | | | | | | | | |
| BOEING 737-500 | - | - | - | - | - | - | - | - | - | - | - |
| BOMBARDIER REGIONAL JET 100/200 | 507 | - | 506 | - | 954 | - | 27 603 | 27 806 | 24 328 | 5 | 8.7 |
| BOMBARDIER REGIONAL JET RJ700E | 711 | - | 712 | - | 1 306 | - | 31 377 | 37 574 | 45 588 | 5 | 7.9 |
| Total | 1 218 | - | 1 218 | - | 2 260 | - | 58 980 | 65 380 | 69 916 | 10 | 8.1 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600 | 786 | - | 276 | - | 1 104 | - | 62 352 | 184 533 | 283 589 | 4 | 6.9 |
| AIRBUS A320-100/200 | 487 | - | 246 | - | 724 | - | 42 093 | 85 046 | 87 672 | 3 | 5.1 |
| AIRBUS A321 | 928 | - | 465 | - | 1 379 | - | 88 568 | 178 236 | 203 901 | 6 | 7.7 |
| AIRBUS A330-200 | 396 | - | 77 | - | 511 | - | 23 090 | 154 871 | 148 045 | 2 | 13.9 |
| BOEING 757-200 | 930 | - | 423 | - | 1 357 | - | 77 494 | 176 208 | 218 186 | 7 | 5.0 |
| Total | 3 527 | - | 1 487 | - | 5 075 | - | 293 597 | 778 894 | 941 393 | 22 | 6.9 |
| MY TRAVEL AIRWAYS UK | | | | | | | | | | | |
| AIRBUS A320-100/200 | 2 851 | - | 1 746 | - | 4 018 | - | 246 919 | 443 304 | 513 317 | 10 | 8.9 |
| AIRBUS A321 | 891 | - | 402 | - | 1 210 | - | 82 589 | 183 019 | 195 976 | 4 | 9.4 |
| AIRBUS A330-200 | 657 | - | 106 | - | 811 | - | 31 160 | 211 166 | 236 685 | 3 | 10.1 |
| BOEING 757-200 | 1 144 | - | 445 | - | 1 507 | - | 89 275 | 236 994 | 266 455 | 6 | 7.7 |
| BOEING 767-300ER/F | 725 | - | 158 | - | 916 | - | 39 069 | 190 934 | 236 402 | 3 | 15.5 |
| MCDONNELL-DOUGLAS DC10-10 | 377 | - | 151 | - | 480 | - | 48 692 | 122 291 | 143 011 | 3 | 4.5 |
| MCDONNELL-DOUGLAS DC10-30 | 194 | - | 39 | - | 231 | - | 9 902 | 54 209 | 73 427 | 1 | 6.6 |
| Total | 6 839 | - | 3 047 | - | 9 173 | - | 547 606 | 1 441 917 | 1 665 273 | 30 | 8.5 |
| SCOT AIRWAYS | | | | | | | | | | | |
| DORNIER 328 | 396 | - | 747 | - | 875 | - | 14 937 | 7 936 | 12 282 | 6 | 4.7 |
| Total | 396 | - | 747 | - | 875 | - | 14 937 | 7 936 | 12 282 | 6 | 4.7 |
| SIGNATURE AIRCRAFT CHARTER | | | | | | | | | | | |
| AEROSPATIALE AS355 ECUREUIL 2 | - | - | - | - | - | - | - | - | - | 2 | .. |
| BAE(HS)125 | - | - | - | - | - | - | - | - | - | 2 | - |
| DASSAULT MYSTERE-FALCON 2000 | - | - | - | - | - | - | - | - | - | 1 | 0.8 |
| SIKORSKY S76 SPIRIT | - | - | - | - | - | - | - | - | - | 3 | .. |
| Total | - | - | - | - | - | - | - | - | - | 8 | 0.1 |
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| CANADAIR CL-600-604 CHALLENGER | 19 | - | 7 | - | 9 | - | 31 | 65 | 186 | 2 | 0.2 |
| DASSAULT MYSTERE-FALCON 900EX | 30 | - | 14 | - | 41 | - | 63 | 139 | 369 | 1 | 2.3 |
| Total | 49 | - | 21 | - | 51 | - | 94 | 204 | 555 | 3 | 0.9 |

| | 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 2003 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2003 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|---|
| THOMAS COOK AIRLINES LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 306 | - | 151 | - | 462 | - | 19 177 | 50 047 | 55 163 | 3 | 5.5 |
| AIRBUS A330-200 | 740 | - | 129 | - | 966 | - | 30 264 | 209 118 | 262 037 | 2 | 4.7 |
| BOEING 757-200 | 2 343 | - | 957 | - | 3 416 | - | 201 563 | 512 313 | 550 406 | 14 | 6.6 |
| BOEING 757-300 | 346 | - | 137 | - | 498 | - | 34 557 | 90 870 | 96 915 | 2 | 5.4 |
| Total | 3 735 | - | 1 374 | - | 5 341 | - | 285 561 | 862 348 | 964 521 | 21 | 6.1 |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| ATR42-300 | 6 | 18 | 12 | 30 | 13 | 38 | 30 | 152 | 239 | 2 | 1.5 |
| BAE 146-200/QT | 19 | 74 | 27 | 124 | 35 | 102 | 5 | 858 | 1 894 | 3 | 1.7 |
| BOEING 737-300 | 72 | - | 73 | - | 107 | - | 3 960 | 6 609 | 9 220 | 1 | 4.3 |
| Total | 97 | 92 | 112 | 154 | 154 | 139 | 3 995 | 7 619 | 11 353 | 6 | 2.1 |
| TRIAIR (BERMUDA) LTD | | | | | | | | | | | |
| DASSAULT MYSTERE-FALCON 900EX | 23 | - | 7 | - | 27 | - | 9 | 29 | 333 | 1 | 0.4 |
| Total | 23 | - | 7 | - | 27 | - | 9 | 29 | 333 | 1 | 0.4 |
| TWINJET AIRCRAFT | | | | | | | | | | | |
| AIRBUS A319 | 3 | - | 6 | - | 3 | - | 95 | 49 | 107 | 1 | 1.2 |
| CANADAIIR CL-600-604 CHALLENGER | 16 | - | 12 | - | 19 | - | 57 | 92 | 155 | 1 | 0.8 |
| Total | 19 | - | 18 | - | 22 | - | 152 | 141 | 262 | 2 | 1.0 |
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | - | - | - | - | - | - | - | - | - | 3 | - |
| AIRBUS A321 | - | - | - | - | - | - | - | - | - | 2 | - |
| AIRBUS A340-300 | 2 379 | - | 341 | - | 3 069 | - | 60 360 | 420 524 | 608 043 | 10 | 11.2 |
| AIRBUS A340-600 | 1 263 | - | 135 | - | 1 604 | - | 20 200 | 187 094 | 392 751 | 4 | 12.9 |
| BOEING 747-200B | - | - | - | - | - | - | - | - | - | 7 | - |
| BOEING 747-400 | 4 395 | - | 660 | - | 5 412 | - | 211 704 | 1 445 762 | 1 806 670 | 12 | 13.9 |
| Total | 8 037 | - | 1 136 | - | 10 085 | - | 292 264 | 2 053 380 | 2 807 464 | 38 | 12.6 |
| Grand Total | 109 879 | 2 055 | 79 884 | 3 123 | 180 918 | 4 086 | 7 650 812 | 18 117 106 | 23 608 725 | 876 | 7.1 |

(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