

| | 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-04 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar-04 |
|------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| AIR ATLANTA EUROPE LTD | | | | | | | | | | | |
| BOEING 747-200B | 347 | - | 52 | - | 425 | - | - | 136 352 | 143 126 | - | .. |
| BOEING 767-200ER | 457 | - | 181 | - | 668 | - | - | 101 023 | 132 680 | 1 | 6.0 |
| Total | 804 | - | 233 | - | 1 093 | - | - | 237 375 | 275 806 | 1 | 6.0 |
| AIR CORDIAL LTD | | | | | | | | | | | |
| AIRBUS A300B4-100/200 | 128 | - | 62 | - | 187 | - | 10 737 | 33 829 | 41 628 | 2 | 2.5 |
| Total | 128 | - | 62 | - | 187 | - | 10 737 | 33 829 | 41 628 | 2 | 2.5 |
| AIR SOUTHWEST | | | | | | | | | | | |
| DE HAVILLAND DASH 8-300/Q300 | 131 | - | 593 | - | 642 | - | 14 292 | 4 611 | 6 576 | 2 | 5.8 |
| Total | 131 | - | 593 | - | 642 | - | 14 292 | 4 611 | 6 576 | 2 | 5.8 |
| AIR WALES LTD | | | | | | | | | | | |
| ATR42-300 | 245 | - | 857 | - | 746 | - | 16 551 | 5 817 | 11 792 | 5 | 4.0 |
| DORNIER 228-100/200 | - | - | - | - | - | - | - | - | - | 1 | .. |
| Total | 245 | - | 857 | - | 746 | - | 16 551 | 5 817 | 11 792 | 6 | 4.0 |
| ASTRAEUS LTD | | | | | | | | | | | |
| BOEING 737-300 | 566 | - | 279 | - | 761 | - | 34 928 | 61 319 | 83 664 | 3 | 6.1 |
| BOEING 737-700 | 828 | - | 371 | - | 1 121 | - | 36 918 | 97 902 | 122 553 | 2 | 7.9 |
| BOEING 757-200 | 191 | - | 92 | - | 257 | - | 3 489 | 19 101 | 35 242 | - | .. |
| Total | 1 585 | - | 742 | - | 2 138 | - | 75 335 | 178 322 | 241 459 | 5 | 6.8 |
| ATLANTIC AIRLINES | | | | | | | | | | | |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 401/402/411/421 | 8 | - | 49 | - | 29 | - | - | 27 | 72 | 2 | - |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 500 CITATION I | - | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC3 C47 DAKOTA | - | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC6/6A/6B/6C | - | 1 | - | 2 | - | 4 | - | - | - | 2 | 0.2 |
| FAIRCHILD SA-227 METRO III | - | - | - | - | - | - | - | - | - | 1 | - |
| LOCKHEED L188 ELECTRA | - | 137 | - | 267 | - | 360 | - | - | - | 7 | 2.5 |
| REIMS-CESSNA F406/CARAVAN II | 2 | - | 15 | - | 7 | - | - | 8 | 20 | 2 | - |
| Total | 10 | 138 | 64 | 269 | 36 | 363 | - | 35 | 92 | 19 | 0.9 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| ATR72 | 161 | 3 | 539 | 10 | 522 | 10 | 19 071 | 5 737 | 10 638 | 3 | 2.7 |
| PILATUS BN-2A TRISLANDER MK3 | 95 | - | 1 399 | - | 467 | - | 13 494 | 905 | 1 608 | 6 | 1.9 |
| SAAB FAIRCHILD 340 | 148 | - | 411 | - | 503 | - | 7 804 | 2 750 | 4 840 | 3 | 7.7 |
| SHORTS 360 | 30 | - | 342 | - | 142 | - | 6 819 | 571 | 1 119 | 2 | 1.5 |
| Total | 434 | 3 | 2 691 | 10 | 1 635 | 10 | 47 188 | 9 963 | 18 205 | 14 | 2.9 |

| | 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 2004 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2004 |
|--------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| BA CITIEXPRESS (IOM) LTD | | | | | | | | | | | |
| BAE 146-100 | 49 | - | 115 | - | 131 | - | 6 653 | 2 832 | 3 749 | 1 | 0.7 |
| BAE 146-200/QT | 44 | - | 106 | - | 121 | - | 6 508 | 2 758 | 4 245 | 1 | 7.7 |
| BAE ATP | - | - | - | - | - | - | - | - | - | 3 | 3.3 |
| Total | 93 | - | 221 | - | 251 | - | 13 161 | 5 590 | 7 994 | 5 | 3.7 |
| BAC EXPRESS AIRLINES LTD | | | | | | | | | | | |
| FOKKER F27-500 | - | 49 | - | 115 | - | 186 | - | - | - | - | .. |
| Total | - | 49 | - | 115 | - | 186 | - | - | - | - | .. |
| BMI BRITISH MIDLAND | | | | | | | | | | | |
| AIRBUS A319 | 291 | - | 476 | - | 691 | - | 37 804 | 22 602 | 37 762 | 1 | 8.1 |
| AIRBUS A320-100/200 | 1 211 | 1 | 1 992 | 1 | 2 894 | 1 | 191 431 | 124 355 | 189 048 | 11 | 8.8 |
| AIRBUS A321 | 1 082 | 20 | 1 914 | 37 | 2 666 | 42 | 243 000 | 138 087 | 211 817 | 10 | 7.6 |
| AIRBUS A330-200 | 898 | - | 154 | - | 1 162 | - | 27 486 | 161 002 | 219 212 | 3 | 11.2 |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | 5 | 11.7 |
| BOEING 737-500 | - | - | - | - | - | - | - | - | - | 7 | 8.7 |
| FOKKER 100 | 248 | - | 631 | - | 698 | - | 17 336 | 14 828 | 26 376 | 5 | 8.1 |
| Total | 3 730 | 21 | 5 167 | 38 | 8 111 | 43 | 517 057 | 460 874 | 684 215 | 42 | 8.9 |
| BMI REGIONAL | | | | | | | | | | | |
| EMBRAER RJ135 | 197 | - | 345 | - | 425 | - | 7 195 | 4 076 | 7 256 | 2 | 6.5 |
| EMBRAER RJ145 | 814 | - | 1 522 | - | 1 885 | - | 40 655 | 23 486 | 39 827 | 10 | 5.9 |
| Total | 1 011 | - | 1 867 | - | 2 310 | - | 47 850 | 27 562 | 47 083 | 12 | 6.0 |
| BMIBABY LTD | | | | | | | | | | | |
| BOEING 737-300 | 1 319 | - | 1 339 | - | 2 439 | - | 133 343 | 143 632 | 195 161 | - | .. |
| BOEING 737-500 | 991 | - | 1 387 | - | 2 024 | - | 123 342 | 92 694 | 129 832 | - | .. |
| Total | 2 310 | - | 2 726 | - | 4 463 | - | 256 685 | 236 326 | 324 993 | - | .. |
| BRITANNIA AIRWAYS | | | | | | | | | | | |
| BOEING 737-500 | 746 | - | 567 | - | 1 168 | - | 40 011 | 56 855 | 98 524 | 2 | - |
| BOEING 757-200 | 5 116 | - | 2 497 | - | 7 497 | - | 468 729 | 967 417 | 1 176 179 | 20 | 7.9 |
| BOEING 767-200ER | 1 013 | - | 557 | - | 1 494 | - | 130 089 | 241 931 | 293 538 | 4 | 8.3 |
| BOEING 767-300ER/F | 2 732 | - | 826 | - | 3 694 | - | 222 834 | 758 242 | 884 539 | 8 | 4.5 |
| Total | 9 607 | - | 4 447 | - | 13 853 | - | 861 663 | 2 024 445 | 2 452 780 | 34 | 7.1 |

| | 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 2004 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2004 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| BRITISH AIRWAYS CITIEXPRESS LTD | | | | | | | | | | | |
| AVROLINER RJ100/115 | 1 824 | - | 2 275 | - | 3 925 | - | 119 199 | 107 905 | 193 119 | 16 | 7.6 |
| BAE 146-100 | 31 | - | 36 | - | 64 | - | 1 436 | 1 234 | 2 162 | 1 | 6.1 |
| BAE 146-200/QT | 229 | - | 292 | - | 494 | - | 13 491 | 10 098 | 18 302 | 2 | 6.1 |
| BAE 146-300 | 138 | - | 184 | - | 313 | - | 13 492 | 10 146 | 15 359 | 1 | 6.7 |
| BAE ATP | 2 | - | 3 | - | 5 | - | 133 | 70 | 101 | 10 | 1.4 |
| DE HAVILLAND DASH 8-300/Q300 | 534 | - | 1 558 | - | 1 809 | - | 43 442 | 14 803 | 26 714 | 10 | 6.4 |
| EMBRAER RJ145 | 2 901 | - | 4 279 | - | 6 148 | - | 121 753 | 83 793 | 142 155 | 28 | 7.3 |
| Total | 5 659 | - | 8 627 | - | 12 758 | - | 312 946 | 228 049 | 397 912 | 68 | 6.3 |
| BRITISH AIRWAYS PLC | | | | | | | | | | | |
| AIRBUS A319 | 4 085 | - | 5 235 | - | 8 762 | - | 465 929 | 364 041 | 490 378 | 33 | 8.8 |
| AIRBUS A320-100/200 | 3 299 | - | 3 799 | - | 6 743 | - | 401 822 | 343 704 | 472 563 | 27 | 8.0 |
| BOEING 737-300 | 674 | - | 941 | - | 1 470 | - | 75 688 | 53 648 | 82 544 | 5 | 7.4 |
| BOEING 737-400 | 2 473 | - | 2 533 | - | 4 775 | - | 223 331 | 220 907 | 352 826 | 20 | 7.0 |
| BOEING 737-500 | 1 202 | - | 2 199 | - | 2 933 | - | 163 739 | 87 118 | 127 624 | 10 | 8.2 |
| BOEING 747-400 | 18 415 | - | 2 542 | - | 22 986 | - | 564 695 | 4 375 675 | 6 030 345 | 57 | 13.0 |
| BOEING 757-200 | 1 467 | - | 1 478 | - | 2 809 | - | 189 825 | 188 340 | 254 836 | 13 | 7.5 |
| BOEING 767-300 | 1 689 | - | 1 106 | - | 2 890 | - | 176 988 | 273 206 | 409 813 | 10 | 7.4 |
| BOEING 767-300ER/F | 2 805 | - | 570 | - | 3 779 | - | 70 290 | 390 128 | 510 061 | 10 | 11.3 |
| BOEING 777-200 | 8 115 | - | 1 473 | - | 10 506 | - | 221 202 | 1 358 042 | 1 902 221 | 27 | 12.2 |
| BOEING 777-200ER | 4 960 | - | 846 | - | 6 397 | - | 134 546 | 872 551 | 1 191 445 | 16 | 13.8 |
| Total | 49 184 | - | 22 722 | - | 74 051 | - | 2 688 055 | 8 527 360 | 11 824 656 | 228 | 10.2 |
| BRITISH INTERNATIONAL | | | | | | | | | | | |
| SIKORSKY S61N | 50 | - | 790 | - | 281 | - | 14 617 | 907 | 1 239 | 6 | 0.6 |
| Total | 50 | - | 790 | - | 281 | - | 14 617 | 907 | 1 239 | 6 | 0.6 |
| BRITISH MEDITERRANEAN AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 758 | - | 285 | - | 1 150 | - | 11 700 | 49 595 | 93 977 | 3 | 10.9 |
| AIRBUS A321 | 792 | - | 257 | - | 1 171 | - | 17 338 | 72 399 | 117 956 | 2 | 13.6 |
| Total | 1 550 | - | 542 | - | 2 321 | - | 29 038 | 121 994 | 211 933 | 5 | 12.0 |
| BUZZ STANSTED LTD | | | | | | | | | | | |
| BAE 146-300 | - | - | - | - | - | - | - | - | - | - | 4.8 |
| BOEING 737-300 | 924 | - | 1 401 | - | 1 954 | - | - | 102 337 | 136 852 | 6 | 9.9 |
| Total | 924 | - | 1 401 | - | 1 954 | - | - | 102 337 | 136 852 | 6 | 9.8 |

| | 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 2004 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2004 |
|-----------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| CHANNEL EXPRESS (AIR SVS) | | | | | | | | | | | |
| AIRBUS A300F4 | - | 110 | - | 194 | - | 190 | - | - | - | 4 | 2.2 |
| BOEING 737-300 | 1 101 | 95 | 858 | 209 | 1 762 | 220 | 89 799 | 119 585 | 162 796 | 14 | 4.0 |
| FOKKER F27 100-400/600 | - | 12 | - | 45 | - | 47 | - | - | - | 2 | 0.8 |
| FOKKER F27-500 | - | 37 | - | 180 | - | 155 | - | - | - | 5 | 1.5 |
| Total | 1 101 | 254 | 858 | 628 | 1 762 | 612 | 89 799 | 119 585 | 162 796 | 25 | 2.6 |
| DHL AIR LTD | | | | | | | | | | | |
| BOEING 757-200 | - | 910 | - | 1 360 | - | 1 834 | - | - | - | 22 | 3.0 |
| Total | - | 910 | - | 1 360 | - | 1 834 | - | - | - | 22 | 3.0 |
| EASTERN AIRWAYS | | | | | | | | | | | |
| BAE JETSTREAM 31/32 | 280 | - | 688 | - | 685 | - | 6 856 | 2 844 | 5 035 | 8 | 3.0 |
| BAE JETSTREAM 41 | 469 | - | 1 321 | - | 1 107 | - | 18 164 | 6 384 | 13 598 | 13 | 2.8 |
| EMBRAER RJ145 | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 749 | - | 2 009 | - | 1 792 | - | 25 020 | 9 228 | 18 633 | 22 | 2.8 |
| EASYJET AIRLINE COMPANY LTD | | | | | | | | | | | |
| BOEING 737-300 | 7 213 | - | 7 566 | - | 13 745 | - | 866 456 | 828 617 | 1 074 762 | 42 | 10.4 |
| BOEING 737-700 | 7 608 | - | 8 432 | - | 14 293 | - | 986 152 | 894 395 | 1 133 561 | 35 | 10.7 |
| Total | 14 821 | - | 15 998 | - | 28 038 | - | 1 852 608 | 1 723 012 | 2 208 323 | 77 | 10.5 |
| EMERALD AIRWAYS LIMITED | | | | | | | | | | | |
| BAE (HS) 748 | - | 95 | - | 383 | - | 314 | - | - | - | 15 | 0.8 |
| BAE ATP | 32 | - | 228 | - | 87 | - | - | 94 | 2 186 | - | .. |
| SHORTS 330 | - | - | - | - | - | - | - | - | - | 1 | - |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 10 | - |
| Total | 32 | 95 | 228 | 383 | 87 | 314 | - | 94 | 2 186 | 26 | 0.5 |
| EUROPEAN AIR CHARTER | | | | | | | | | | | |
| BOEING 737-200 | 402 | - | 284 | - | 639 | - | 28 009 | 41 931 | 52 478 | 8 | 2.3 |
| BOEING 747-200B | 83 | - | 21 | - | 108 | - | 318 | 19 947 | 36 842 | 6 | 2.4 |
| Total | 485 | - | 305 | - | 747 | - | 28 327 | 61 878 | 89 320 | 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 2004 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2004 |
|------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| EXCEL AIRWAYS LTD | | | | | | | | | | | |
| BOEING 737-800 | 2 040 | - | 888 | - | 3 033 | - | 126 287 | 300 466 | 385 682 | 5 | 7.5 |
| Total | 2 040 | - | 888 | - | 3 033 | - | 126 287 | 300 466 | 385 682 | 5 | 7.5 |
| EXECUTIVE JET CHARTER LTD | | | | | | | | | | | |
| BAE 125 | - | - | - | - | - | - | - | - | - | 1 | - |
| BOEING BBJ | 17 | - | 3 | - | 24 | - | 45 | 258 | 327 | - | .. |
| CANADAIR GLOBAL EXPRESS | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 17 | - | 3 | - | 24 | - | 45 | 258 | 327 | 2 | - |
| FIRST CHOICE AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 2 022 | - | 1 008 | - | 3 056 | - | 135 396 | 291 478 | 363 879 | 5 | 7.8 |
| AIRBUS A321 | 1 181 | - | 552 | - | 1 770 | - | 98 039 | 212 504 | 257 395 | 5 | 7.7 |
| BOEING 757-200 | 3 834 | - | 1 763 | - | 5 718 | - | 329 769 | 738 455 | 892 896 | 11 | 5.8 |
| BOEING 767-300ER/F | 853 | - | 136 | - | 1 096 | - | 33 074 | 231 193 | 266 091 | 2 | 15.2 |
| Total | 7 890 | - | 3 459 | - | 11 639 | - | 596 278 | 1 473 630 | 1 780 261 | 23 | 7.5 |
| FLIGHTLINE LTD | | | | | | | | | | | |
| BAE 146-200/QT | 168 | - | 363 | - | 321 | - | 10 208 | 8 576 | 16 149 | 5 | 1.1 |
| BAE 146-300 | 85 | - | 80 | - | 141 | - | 921 | 2 667 | 9 389 | 1 | 2.8 |
| Total | 253 | - | 443 | - | 462 | - | 11 129 | 11 243 | 25 538 | 6 | 1.4 |
| FLYBE.BRITISH EUROPEAN | | | | | | | | | | | |
| BAE 146-100 | - | - | - | - | - | - | - | - | - | 2 | - |
| BAE 146-200/QT | 844 | - | 1 031 | - | 1 686 | - | 64 148 | 55 365 | 81 924 | 7 | 8.9 |
| BAE 146-300 | 883 | - | 1 758 | - | 2 064 | - | 121 651 | 64 222 | 98 776 | 9 | 7.2 |
| BOMBARDIER DASH 8 Q100/200 | - | - | - | - | - | - | - | - | - | 3 | 7.4 |
| BOMBARDIER DASH 8 Q400 | 943 | - | 2 765 | - | 2 798 | - | 122 772 | 43 748 | 73 556 | 10 | 6.5 |
| DE HAVILLAND DASH 8-300/Q300 | 159 | - | 566 | - | 583 | - | 15 623 | 4 844 | 7 985 | 4 | 6.8 |
| Total | 2 829 | - | 6 120 | - | 7 130 | - | 324 194 | 168 179 | 262 241 | 35 | 6.9 |
| FLYGLOBESPAN | | | | | | | | | | | |
| BOEING 737-300 | 446 | - | 273 | - | 683 | - | 28 850 | 58 691 | 68 364 | - | .. |
| Total | 446 | - | 273 | - | 683 | - | 28 850 | 58 691 | 68 364 | - | .. |
| FLYJET LTD | | | | | | | | | | | |
| BOEING 757-200 | 302 | - | 109 | - | 427 | - | 18 638 | 58 722 | 70 282 | 2 | 4.8 |
| Total | 302 | - | 109 | - | 427 | - | 18 638 | 58 722 | 70 282 | 2 | 4.8 |

| | 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 2004 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2004 |
|------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| GB AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 2 024 | - | 1 362 | - | 3 321 | - | 137 263 | 216 511 | 306 834 | 10 | 8.1 |
| AIRBUS A321 | 676 | - | 352 | - | 1 047 | - | 49 263 | 94 657 | 124 759 | 3 | 10.3 |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | - | 0.3 |
| Total | 2 700 | - | 1 714 | - | 4 368 | - | 186 526 | 311 168 | 431 593 | 13 | 7.5 |
| GLOBAL SUPPLY SYSTEMS LTD | | | | | | | | | | | |
| BOEING 747-400F | - | 651 | - | 158 | - | 937 | - | - | - | 3 | 13.7 |
| Total | - | 651 | - | 158 | - | 937 | - | - | - | 3 | 13.7 |
| HIGHLAND AIRWAYS LTD | | | | | | | | | | | |
| ATR42-300 | 40 | - | 68 | - | 100 | - | - | 798 | 1 820 | 1 | 1.1 |
| BAE JETSTREAM 31/32 | 12 | - | 105 | - | 37 | - | 587 | 94 | 224 | 3 | 0.7 |
| REIMS-CESSNA F406/CARAVAN II | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 52 | - | 173 | - | 137 | - | 587 | 892 | 2 044 | 5 | 0.6 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 64 | - | 368 | - | 273 | - | 3 876 | 729 | 1 217 | 2 | 1.1 |
| PILATUS BN-2A ISLANDER | 21 | - | 421 | - | 111 | - | 2 592 | 139 | 179 | 3 | 0.6 |
| Total | 85 | - | 789 | - | 384 | - | 6 468 | 868 | 1 396 | 5 | 0.8 |
| LOGANAIR | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 28 | - | 209 | - | 153 | - | 1 766 | 241 | 534 | 2 | 2.5 |
| PILATUS BN-2A ISLANDER | 13 | - | 446 | - | 79 | - | 1 657 | 49 | 106 | 5 | 0.5 |
| SAAB FAIRCHILD 340 | 326 | - | 1 487 | - | 1 233 | - | 25 528 | 6 345 | 11 071 | 8 | 4.0 |
| Total | 367 | - | 2 142 | - | 1 465 | - | 28 951 | 6 635 | 11 711 | 15 | 2.6 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600 | 834 | - | 338 | - | 1 183 | - | 88 743 | 246 879 | 301 080 | 4 | 7.8 |
| AIRBUS A320-100/200 | 1 103 | - | 578 | - | 1 626 | - | 81 961 | 161 093 | 199 603 | 4 | 8.1 |
| AIRBUS A321 | 1 460 | - | 733 | - | 2 162 | - | 124 372 | 251 215 | 321 219 | 6 | 7.7 |
| AIRBUS A330-200 | 481 | - | 109 | - | 630 | - | 28 810 | 149 480 | 179 702 | 2 | 14.1 |
| BOEING 757-200 | 1 431 | - | 717 | - | 2 102 | - | 129 482 | 244 773 | 335 975 | 7 | 6.6 |
| Total | 5 309 | - | 2 475 | - | 7 703 | - | 453 368 | 1 053 440 | 1 337 579 | 23 | 8.0 |

| | 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 2004 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2004 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| MY TRAVEL AIRWAYS UK | | | | | | | | | | | |
| AIRBUS A320-100/200 | 2 946 | - | 1 637 | - | 4 080 | - | 243 296 | 449 640 | 530 312 | 12 | 8.3 |
| AIRBUS A321 | 1 703 | - | 765 | - | 2 313 | - | 147 998 | 330 340 | 374 695 | 6 | 9.5 |
| AIRBUS A330-200 | 1 544 | - | 269 | - | 1 893 | - | 78 982 | 489 419 | 555 778 | 3 | 6.2 |
| AIRBUS A330-300 | - | - | - | - | - | - | - | - | - | - | 2.9 |
| BOEING 757-200 | 1 104 | - | 466 | - | 1 460 | - | 97 942 | 227 434 | 256 847 | 5 | 8.2 |
| BOEING 767-300ER/F | 815 | - | 238 | - | 1 043 | - | 65 957 | 229 379 | 265 565 | 3 | 4.4 |
| MCDONNELL-DOUGLAS DC10-30 | 101 | - | 45 | - | 127 | - | 9 988 | 23 646 | 38 309 | 1 | 10.9 |
| Total | 8 213 | - | 3 420 | - | 10 916 | - | 644 163 | 1 749 858 | 2 021 506 | 30 | 7.4 |
| SCOT AIRWAYS | | | | | | | | | | | |
| DORNIER 328 | 343 | - | 656 | - | 760 | - | 14 502 | 7 593 | 10 622 | 7 | 4.3 |
| Total | 343 | - | 656 | - | 760 | - | 14 502 | 7 593 | 10 622 | 7 | 4.3 |
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| BOMBARDIER REGIONAL JET 100/200 | - | - | - | - | - | - | - | - | - | 1 | 1.6 |
| CANADAIIR CL-600-604 CHALLENGER | 20 | - | 24 | - | 32 | - | 87 | 76 | 204 | 1 | 0.4 |
| DASSAULT MYSTERE-FALCON 900EX | 64 | - | 21 | - | 69 | - | 84 | 268 | 765 | 1 | 1.1 |
| Total | 84 | - | 45 | - | 101 | - | 171 | 344 | 969 | 3 | 1.0 |
| THOMAS COOK AIRLINES LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 157 | - | 534 | - | 1 717 | - | 83 153 | 184 181 | 208 412 | 3 | 5.3 |
| AIRBUS A330-200 | 775 | - | 138 | - | 1 000 | - | 34 572 | 245 763 | 274 263 | 2 | 12.6 |
| BOEING 757-200 | 4 061 | - | 1 597 | - | 5 816 | - | 322 564 | 820 679 | 954 645 | 12 | 6.4 |
| BOEING 757-300 | 560 | - | 231 | - | 810 | - | 59 869 | 144 753 | 156 764 | 2 | 5.3 |
| Total | 6 553 | - | 2 500 | - | 9 342 | - | 500 158 | 1 395 376 | 1 594 084 | 19 | 6.8 |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| ATR42-300 | 8 | 11 | 36 | 17 | 24 | 23 | - | 295 | 371 | 2 | 1.9 |
| BAE 146-200/QT | 78 | 69 | 83 | 113 | 190 | 95 | 1 033 | 2 942 | 6 219 | 4 | 1.4 |
| BOEING 737-300 | 15 | - | 14 | - | 22 | - | - | 952 | 3 004 | 2 | 2.2 |
| BOEING 757-200 | 97 | - | 67 | - | 127 | - | 3 553 | 12 526 | 26 131 | 1 | 1.2 |
| Total | 198 | 80 | 200 | 130 | 363 | 118 | 4 586 | 16 715 | 35 725 | 9 | 1.6 |
| TRIAIR (BERMUDA) LTD | | | | | | | | | | | |
| DASSAULT MYSTERE-FALCON 900EX | 13 | - | 15 | - | 24 | - | 41 | 41 | 206 | 1 | 1.1 |
| Total | 13 | - | 15 | - | 24 | - | 41 | 41 | 206 | 1 | 1.1 |
| TWINJET AIRCRAFT | | | | | | | | | | | |
| AIRBUS A319 | 12 | - | 9 | - | 15 | - | 16 | 16 | 397 | 1 | 0.8 |
| CANADAIIR CL-600-604 CHALLENGER | - | - | - | - | - | - | - | - | - | - | 0.8 |
| Total | 12 | - | 9 | - | 15 | - | 16 | 16 | 397 | 1 | 0.8 |

| | 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 2004 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2004 |
|-----------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | - | - | - | - | - | - | - | - | - | 3 | - |
| AIRBUS A321 | - | - | - | - | - | - | - | - | - | 2 | - |
| AIRBUS A340-300 | 2 546 | - | 375 | - | 3 273 | - | 67 135 | 450 073 | 649 224 | 9 | 11.4 |
| AIRBUS A340-600 | 2 126 | - | 271 | - | 2 715 | - | 54 461 | 422 413 | 662 261 | 6 | 12.5 |
| BOEING 747-200B | - | - | - | - | - | - | - | - | - | 4 | - |
| BOEING 747-400 | 4 364 | - | 630 | - | 5 394 | - | 199 710 | 1 392 517 | 1 774 085 | 13 | 13.4 |
| Total | 9 036 | - | 1 276 | - | 11 382 | - | 321 306 | 2 265 003 | 3 085 570 | 37 | 12.4 |
| Grand Total | 141 385 | 2 201 | 99 859 | 3 091 | 229 614 | 4 416 | 10 167 193 | 22 998 331 | 30 292 570 | 885 | 7.4 |

(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