

| | 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 Dec-03 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec-03 |
|-----------------------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--------------------------------------------------|------------------------------------------------------------------------|
| AIR ATLANTA EUROPE LTD BOEING 767-200ER | 138 | - | 47 | - | 197 | - | - | 34 961 | 39 735 | 1 | 4.1 |
| Total | 138 | - | 47 | - | 197 | - | - | 34 961 | 39 735 | 1 | 4.1 |
| AIR CORDIAL LTD AIRBUS A300B4-100/200 | 114 | - | 44 | - | 165 | - | 9 085 | 30 185 | 37 317 | 2 | 2.9 |
| Total | 114 | - | 44 | - | 165 | - | 9 085 | 30 185 | 37 317 | 2 | 2.9 |
| AIR SOUTHWEST DE HAVILLAND DASH 8-300/Q300 | 79 | - | 353 | - | 283 | - | 7 837 | 2 762 | 3 973 | 2 | 4.6 |
| Total | 79 | - | 353 | - | 283 | - | 7 837 | 2 762 | 3 973 | 2 | 4.6 |
| AIR WALES LTD ATR42-300 | 197 | - | 666 | - | 617 | - | 8 511 | 2 958 | 9 466 | 4 | 4.5 |
| DORNIER 228-100/200 | - | - | - | - | - | - | - | - | - | 1 | .. |
| Total | 197 | - | 666 | - | 617 | - | 8 511 | 2 958 | 9 466 | 5 | 4.5 |
| ASTRAEUS LTD BOEING 737-300 | 394 | - | 219 | - | 547 | - | 24 483 | 42 943 | 58 431 | 3 | 7.9 |
| BOEING 737-700 | 342 | - | 156 | - | 464 | - | 19 075 | 40 960 | 50 763 | 2 | 8.5 |
| Total | 736 | - | 375 | - | 1 011 | - | 43 558 | 83 903 | 109 194 | 5 | 8.1 |
| ATLANTIC AIRLINES CESSNA 310 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 401/402/411/421 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 500 CITATION I | - | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC3 C47 DAKOTA | - | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC6/6A/6B/6C | - | 3 | - | 7 | - | 10 | - | - | - | 2 | 0.1 |
| FAIRCHILD SA-227 METRO III | - | - | - | - | - | - | - | - | - | 1 | - |
| LOCKHEED L188 ELECTRA | - | 124 | - | 257 | - | 340 | - | - | - | 7 | 1.6 |
| REIMS-CESSNA F406/CARAVAN II | - | - | - | - | - | - | - | - | - | 2 | - |
| Total | - | 127 | - | 264 | - | 349 | - | - | - | 19 | 0.6 |
| AURIGNY AIR SERVICES ATR72 | 54 | 7 | 190 | 40 | 165 | 20 | 6 741 | 1 967 | 3 599 | 2 | 3.8 |
| PILATUS BN-2A TRISLANDER MK3 | 63 | - | 1 012 | - | 319 | - | 9 504 | 577 | 1 082 | 6 | 2.0 |
| SAAB FAIRCHILD 340 | 149 | - | 437 | - | 474 | - | 7 936 | 2 680 | 4 920 | 3 | 8.1 |
| SHORTS 360 | 12 | - | 232 | - | 56 | - | 5 420 | 269 | 457 | 2 | 0.9 |
| Total | 278 | 7 | 1 871 | 40 | 1 015 | 20 | 29 601 | 5 493 | 10 058 | 13 | 3.1 |

| | 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 Dec 2003 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2003 |
|--------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| BA CITIEXPRESS (IOM) LTD | | | | | | | | | | | |
| BAE 146-100 | - | - | - | - | - | - | - | - | - | 1 | .. |
| BAE 146-200/QT | 88 | - | 206 | - | 239 | - | 11 410 | 4 897 | 8 146 | 1 | 7.9 |
| BAE ATP | 80 | - | 500 | - | 335 | - | 14 808 | 2 403 | 5 412 | 3 | 4.8 |
| Total | 168 | - | 706 | - | 574 | - | 26 218 | 7 300 | 13 558 | 5 | 5.6 |
| BAC EXPRESS AIRLINES LTD | | | | | | | | | | | |
| FOKKER F27-500 | - | 83 | - | 185 | - | 274 | - | - | - | 4 | 2.3 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 12 | - |
| Total | - | 83 | - | 185 | - | 274 | - | - | - | 16 | 0.6 |
| BAE SYSTEMS (CORP AIR TVL) LTD | | | | | | | | | | | |
| BAE 146-100 | - | - | - | - | - | - | - | - | - | 1 | 4.2 |
| BAE 146-200/QT | - | - | - | - | - | - | - | - | - | 1 | 5.7 |
| Total | - | - | - | - | - | - | - | - | - | 2 | 4.9 |
| BMI BRITISH MIDLAND | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 147 | 1 | 2 128 | 1 | 2 926 | 1 | 215 439 | 118 895 | 178 812 | 11 | 8.5 |
| AIRBUS A321 | 881 | 21 | 1 330 | 39 | 2 067 | 42 | 154 231 | 116 812 | 178 501 | 10 | 8.5 |
| AIRBUS A330-200 | 799 | - | 132 | - | 1 016 | - | 20 007 | 121 878 | 194 807 | 3 | 11.7 |
| BOEING 737-300 | 875 | - | 931 | - | 1 658 | - | 90 631 | 104 583 | 129 492 | 5 | 10.4 |
| BOEING 737-500 | 944 | - | 1 488 | - | 2 019 | - | 119 364 | 92 483 | 123 550 | 8 | 9.2 |
| FOKKER 100 | 566 | - | 1 041 | - | 1 481 | - | 69 165 | 38 143 | 59 929 | 6 | 7.8 |
| Total | 5 212 | 22 | 7 050 | 40 | 11 167 | 44 | 668 837 | 592 794 | 865 091 | 43 | 9.0 |
| BMI REGIONAL | | | | | | | | | | | |
| EMBRAER RJ135 | 163 | - | 345 | - | 385 | - | 3 162 | 3 160 | 6 067 | 2 | 6.1 |
| EMBRAER RJ145 | 721 | - | 1 488 | - | 1 755 | - | 26 961 | 17 829 | 35 391 | 10 | 5.7 |
| Total | 884 | - | 1 833 | - | 2 139 | - | 30 123 | 20 989 | 41 458 | 12 | 5.7 |
| BRITANNIA AIRWAYS | | | | | | | | | | | |
| BOEING 757-200 | 3 072 | - | 1 440 | - | 4 587 | - | 313 758 | 678 121 | 721 752 | 20 | 9.0 |
| BOEING 767-200ER | 756 | - | 233 | - | 1 055 | - | 58 242 | 190 549 | 206 808 | 4 | 9.2 |
| BOEING 767-300ER/F | 691 | - | 132 | - | 912 | - | 35 706 | 205 892 | 218 706 | 8 | 8.1 |
| Total | 4 519 | - | 1 805 | - | 6 554 | - | 407 706 | 1 074 562 | 1 147 266 | 32 | 8.8 |

| | 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 Dec 2003 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2003 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| BRITISH AIRWAYS CITIEXPRESS LTD | | | | | | | | | | | |
| AVROLINER RJ100/115 | 1 485 | - | 2 154 | - | 3 409 | - | 108 372 | 83 827 | 157 478 | 16 | 7.1 |
| BAE 146-100 | 59 | - | 93 | - | 136 | - | 2 890 | 1 889 | 4 132 | 1 | 5.2 |
| BAE 146-200/QT | 163 | - | 249 | - | 380 | - | 10 117 | 6 642 | 13 062 | 2 | 5.5 |
| BAE 146-300 | 102 | - | 135 | - | 229 | - | 8 394 | 6 312 | 11 269 | 1 | 8.8 |
| BAE ATP | 142 | - | 601 | - | 542 | - | 17 478 | 4 321 | 9 507 | 10 | 2.0 |
| DE HAVILLAND DASH 8-300/Q300 | 563 | - | 1 622 | - | 1 920 | - | 43 141 | 14 823 | 28 232 | 10 | 6.0 |
| EMBRAER RJ145 | 2 919 | - | 4 107 | - | 6 200 | - | 112 519 | 81 529 | 143 050 | 28 | 7.4 |
| Total | 5 433 | - | 8 961 | - | 12 817 | - | 302 911 | 199 343 | 366 730 | 68 | 6.3 |
| BRITISH AIRWAYS PLC | | | | | | | | | | | |
| AIRBUS A319 | 4 005 | - | 4 725 | - | 8 517 | - | 379 285 | 323 248 | 477 179 | 33 | 8.5 |
| AIRBUS A320-100/200 | 3 110 | - | 3 505 | - | 6 350 | - | 336 591 | 290 382 | 445 692 | 27 | 7.9 |
| BAC/AEROSPATIALE CONCORDE | - | - | - | - | - | - | - | - | - | - | 1.6 |
| BOEING 737-300 | 483 | - | 718 | - | 1 098 | - | 49 095 | 33 615 | 58 916 | 5 | 7.0 |
| BOEING 737-400 | 2 327 | - | 3 060 | - | 5 050 | - | 242 711 | 184 085 | 327 070 | 25 | 6.5 |
| BOEING 737-500 | 1 007 | - | 1 577 | - | 2 348 | - | 95 641 | 60 476 | 105 356 | 10 | 6.3 |
| BOEING 747-400 | 16 992 | - | 2 387 | - | 21 459 | - | 527 127 | 4 095 929 | 5 568 341 | 57 | 12.9 |
| BOEING 757-200 | 1 257 | - | 1 521 | - | 2 697 | - | 160 764 | 129 040 | 216 070 | 13 | 7.4 |
| BOEING 767-300 | 1 160 | - | 907 | - | 2 137 | - | 118 929 | 152 931 | 280 168 | 10 | 7.3 |
| BOEING 767-300ER/F | 2 443 | - | 505 | - | 3 319 | - | 60 726 | 332 855 | 442 238 | 10 | 11.2 |
| BOEING 777-200 | 7 474 | - | 1 343 | - | 9 738 | - | 175 281 | 1 094 711 | 1 771 883 | 27 | 12.1 |
| BOEING 777-200ER | 4 870 | - | 795 | - | 6 284 | - | 119 774 | 826 058 | 1 160 957 | 16 | 12.5 |
| Total | 45 128 | - | 21 043 | - | 68 997 | - | 2 265 924 | 7 523 330 | 10 853 870 | 233 | 9.8 |
| BRITISH INTERNATIONAL | | | | | | | | | | | |
| SIKORSKY S61N | 15 | - | 238 | - | 81 | - | 4 144 | 260 | 373 | 6 | 0.7 |
| Total | 15 | - | 238 | - | 81 | - | 4 144 | 260 | 373 | 6 | 0.7 |
| BRITISH MEDITERRANEAN AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 555 | - | 227 | - | 869 | - | 9 168 | 38 737 | 68 891 | 3 | 12.0 |
| AIRBUS A321 | 552 | - | 177 | - | 835 | - | 10 377 | 44 493 | 82 303 | 2 | 12.9 |
| Total | 1 107 | - | 404 | - | 1 705 | - | 19 545 | 83 230 | 151 194 | 5 | 12.3 |
| BUZZ STANSTED LTD | | | | | | | | | | | |
| BAE 146-300 | - | - | - | - | - | - | - | - | - | 2 | 9.4 |
| BOEING 737-300 | 757 | - | 1 075 | - | 1 558 | - | - | 78 606 | 111 989 | 6 | 10.9 |
| Total | 757 | - | 1 075 | - | 1 558 | - | - | 78 606 | 111 989 | 8 | 10.5 |

| | 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 Dec 2003 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2003 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| CHANNEL EXPRESS (AIR SVS) | | | | | | | | | | | |
| AIRBUS A300F4 | - | 118 | - | 233 | - | 271 | - | - | - | 4 | 1.9 |
| BOEING 737-300 | 473 | 84 | 453 | 207 | 759 | 210 | 44 367 | 49 631 | 67 848 | 14 | 3.8 |
| FOKKER F27 100-400/600 | - | 14 | - | 54 | - | 52 | - | - | - | 2 | 2.2 |
| FOKKER F27-500 | - | 52 | - | 241 | - | 210 | - | - | - | 5 | 2.4 |
| Total | 473 | 268 | 453 | 735 | 759 | 743 | 44 367 | 49 631 | 67 848 | 25 | 2.9 |
| DHL AIR LTD | | | | | | | | | | | |
| BOEING 757-200 | - | 942 | - | 1 345 | - | 1 911 | - | - | - | 22 | 2.9 |
| Total | - | 942 | - | 1 345 | - | 1 911 | - | - | - | 22 | 2.9 |
| DUO AIRWAYS LTD | | | | | | | | | | | |
| BOMBARDIER REGIONAL JET 100/200 | 451 | - | 415 | - | 692 | - | 7 869 | 8 555 | 21 705 | 3 | 8.7 |
| BOMBARDIER REGIONAL JET RJ700E | 710 | - | 665 | - | 1 115 | - | 17 250 | 18 435 | 48 236 | 5 | 7.6 |
| Total | 1 161 | - | 1 080 | - | 1 807 | - | 25 119 | 26 990 | 69 941 | 8 | 8.0 |
| EASTERN AIRWAYS | | | | | | | | | | | |
| BAE JETSTREAM 31/32 | 283 | - | 696 | - | 692 | - | 6 536 | 2 745 | 5 090 | 8 | 2.8 |
| BAE JETSTREAM 41 | 452 | - | 1 264 | - | 1 060 | - | 15 998 | 5 679 | 13 111 | 13 | 2.4 |
| Total | 735 | - | 1 960 | - | 1 752 | - | 22 534 | 8 424 | 18 201 | 21 | 2.6 |
| EASYJET AIRLINE COMPANY LTD | | | | | | | | | | | |
| BOEING 737-300 | 6 519 | - | 7 965 | - | 13 132 | - | 966 230 | 801 068 | 971 497 | 43 | 10.2 |
| BOEING 737-700 | 4 570 | - | 5 057 | - | 8 778 | - | 628 259 | 573 727 | 680 894 | 27 | 11.2 |
| Total | 11 089 | - | 13 022 | - | 21 910 | - | 1 594 489 | 1 374 795 | 1 652 391 | 70 | 10.6 |
| EMERALD AIRWAYS LIMITED | | | | | | | | | | | |
| BAE (HS) 748 | - | 107 | - | 437 | - | 353 | - | - | - | 15 | 1.0 |
| SHORTS 330 | - | - | - | - | - | - | - | - | - | 1 | - |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 10 | - |
| Total | - | 107 | - | 437 | - | 353 | - | - | - | 26 | 0.6 |
| EUROPEAN AIR CHARTER | | | | | | | | | | | |
| BOEING 737-200 | 348 | - | 275 | - | 491 | - | 27 452 | 38 313 | 45 153 | 8 | 3.2 |
| BOEING 747-200B | 414 | - | 64 | - | 453 | - | 11 221 | 152 317 | 186 564 | 6 | 3.7 |
| Total | 762 | - | 339 | - | 944 | - | 38 673 | 190 630 | 231 717 | 14 | 3.4 |
| EXCEL AIRWAYS LTD | | | | | | | | | | | |
| BOEING 737-800 | 325 | - | 169 | - | 497 | - | 27 016 | 53 149 | 61 348 | 2 | 9.1 |
| Total | 325 | - | 169 | - | 497 | - | 27 016 | 53 149 | 61 348 | 2 | 9.1 |

| | 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 Dec 2003 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2003 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| EXECUTIVE JET CHARTER LTD | | | | | | | | | | | |
| BAE 125 | - | - | - | - | - | - | - | - | - | 1 | - |
| CANADAIR GLOBAL EXPRESS | - | - | - | - | - | - | - | - | - | 1 | 0.1 |
| DASSAULT BREQUET FALCON 50 | - | - | - | - | - | - | - | - | - | - | - |
| DASSAULT MYSTERE-FALCON 900 | - | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | 2 | - |
| FIRST CHOICE AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 746 | - | 364 | - | 1 137 | - | 58 359 | 121 156 | 134 222 | 5 | 9.0 |
| AIRBUS A321 | 924 | - | 440 | - | 1 416 | - | 91 142 | 187 225 | 201 452 | 6 | 10.2 |
| BOEING 757-200 | 1 260 | - | 630 | - | 1 924 | - | 130 122 | 264 514 | 287 630 | 11 | 7.4 |
| BOEING 767-300ER/F | 677 | - | 107 | - | 888 | - | 29 010 | 203 615 | 211 004 | 2 | 13.8 |
| Total | 3 607 | - | 1 541 | - | 5 366 | - | 308 633 | 776 510 | 834 308 | 24 | 8.8 |
| FLIGHTLINE LTD | | | | | | | | | | | |
| BAE 146-200/QT | 75 | - | 211 | - | 154 | - | 9 528 | 3 473 | 7 251 | 5 | 1.6 |
| BAE 146-300 | 30 | - | 43 | - | 57 | - | 237 | 1 006 | 3 267 | 1 | 2.4 |
| Total | 105 | - | 254 | - | 211 | - | 9 765 | 4 479 | 10 518 | 6 | 1.7 |
| FLYBE.BRITISH EUROPEAN | | | | | | | | | | | |
| BAE 146-100 | - | - | - | - | - | - | - | - | - | 2 | 2.2 |
| BAE 146-200/QT | 867 | - | 1 048 | - | 1 822 | - | 59 137 | 51 554 | 84 047 | 7 | 7.8 |
| BAE 146-300 | 758 | - | 1 642 | - | 1 967 | - | 113 004 | 55 306 | 84 602 | 9 | 7.0 |
| BOMBARDIER DASH 8 Q100/200 | 176 | - | 555 | - | 678 | - | 13 065 | 4 422 | 6 507 | 3 | 7.6 |
| BOMBARDIER DASH 8 Q400 | 488 | - | 1 145 | - | 1 294 | - | 56 973 | 24 718 | 38 068 | 7 | 7.1 |
| BOMBARDIER REGIONAL JET 100/200 | - | - | - | - | - | - | - | - | - | - | - |
| DE HAVILLAND DASH 8-300/Q300 | 236 | - | 924 | - | 877 | - | 29 274 | 8 086 | 11 801 | 4 | 7.5 |
| Total | 2 525 | - | 5 314 | - | 6 637 | - | 271 453 | 144 086 | 225 025 | 32 | 7.0 |
| FLYJET LTD | | | | | | | | | | | |
| BOEING 757-200 | 179 | - | 75 | - | 272 | - | 6 381 | 25 839 | 41 553 | 1 | 8.2 |
| Total | 179 | - | 75 | - | 272 | - | 6 381 | 25 839 | 41 553 | 1 | 8.2 |
| GB AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 415 | - | 856 | - | 2 276 | - | 81 768 | 148 412 | 214 461 | 9 | 9.4 |
| AIRBUS A321 | 580 | - | 282 | - | 894 | - | 35 184 | 75 394 | 106 943 | 3 | 10.5 |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | 2 | 7.7 |
| Total | 1 995 | - | 1 138 | - | 3 170 | - | 116 952 | 223 806 | 321 404 | 14 | 9.4 |
| GLOBAL SUPPLY SYSTEMS LTD | | | | | | | | | | | |
| BOEING 747-400F | - | 651 | - | 156 | - | 949 | - | - | - | 3 | 13.7 |
| Total | - | 651 | - | 156 | - | 949 | - | - | - | 3 | 13.7 |

| | 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 Dec 2003 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2003 |
|------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| HIGHLAND AIRWAYS LTD | | | | | | | | | | | |
| ATR42-300 | - | - | - | - | - | - | - | - | - | - | .. |
| BAE JETSTREAM 31/32 | - | - | - | - | - | - | - | - | - | - | .. |
| REIMS-CESSNA F406/CARAVAN II | - | - | - | - | - | - | - | - | - | - | .. |
| Total | - | - | - | - | - | - | - | - | - | - | .. |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 8 | - | 75 | - | 37 | - | 694 | 76 | 155 | 2 | 1.6 |
| PILATUS BN-2A ISLANDER | 9 | - | 155 | - | 45 | - | 801 | 47 | 74 | 3 | 0.6 |
| Total | 17 | - | 230 | - | 83 | - | 1 495 | 123 | 229 | 5 | 1.0 |
| LOGANAIR | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 24 | - | 179 | - | 133 | - | 1 284 | 187 | 462 | 2 | 2.4 |
| PILATUS BN-2A ISLANDER | 11 | - | 578 | - | 66 | - | 1 264 | 27 | 88 | 5 | 0.6 |
| SAAB FAIRCHILD 340 | 224 | - | 1 121 | - | 890 | - | 17 879 | 4 180 | 7 625 | 8 | 4.2 |
| Total | 259 | - | 1 878 | - | 1 089 | - | 20 427 | 4 394 | 8 175 | 15 | 2.8 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600 | 567 | - | 192 | - | 792 | - | 37 842 | 186 125 | 204 963 | 4 | 7.5 |
| AIRBUS A320-100/200 | 589 | - | 317 | - | 872 | - | 50 582 | 80 041 | 105 921 | 4 | 8.8 |
| AIRBUS A321 | 783 | - | 428 | - | 1 173 | - | 76 583 | 141 239 | 172 438 | 5 | 9.5 |
| AIRBUS A330-200 | 623 | - | 112 | - | 813 | - | 36 446 | 221 261 | 233 408 | 2 | 13.3 |
| BOEING 757-200 | 924 | - | 423 | - | 1 363 | - | 78 081 | 193 857 | 217 276 | 7 | 7.1 |
| Total | 3 486 | - | 1 472 | - | 5 013 | - | 279 534 | 822 523 | 934 006 | 22 | 8.6 |
| MY TRAVEL AIRWAYS UK | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 825 | - | 1 073 | - | 2 540 | - | 144 218 | 269 875 | 328 316 | 13 | 9.8 |
| AIRBUS A321 | 1 169 | - | 488 | - | 1 587 | - | 98 690 | 240 185 | 257 169 | 6 | 7.7 |
| AIRBUS A330-200 | 333 | - | 49 | - | 413 | - | 17 096 | 114 545 | 119 898 | 3 | 13.9 |
| AIRBUS A330-300 | 348 | - | 81 | - | 426 | - | - | 140 472 | 153 027 | - | .. |
| BOEING 757-200 | 726 | - | 245 | - | 960 | - | 53 062 | 161 701 | 169 348 | 5 | 9.8 |
| BOEING 767-300ER/F | 318 | - | 70 | - | 386 | - | - | 102 457 | 103 641 | 3 | 6.1 |
| MCDONNELL-DOUGLAS DC10-10 | - | - | - | - | - | - | - | - | - | - | .. |
| MCDONNELL-DOUGLAS DC10-30 | 297 | - | 42 | - | 350 | - | 14 694 | 103 995 | 112 605 | 1 | 4.5 |
| Total | 5 016 | - | 2 048 | - | 6 663 | - | 327 760 | 1 133 230 | 1 244 004 | 31 | 9.4 |
| SCOT AIRWAYS | | | | | | | | | | | |
| DORNIER 328 | 409 | - | 773 | - | 914 | - | 15 391 | 8 174 | 12 699 | 7 | 4.7 |
| Total | 409 | - | 773 | - | 914 | - | 15 391 | 8 174 | 12 699 | 7 | 4.7 |

| | 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 Dec 2003 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2003 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| BOMBARDIER REGIONAL JET 100/200 | 32 | - | 23 | - | 45 | - | 311 | 387 | 1 457 | 1 | 1.6 |
| CANADAIK CL-600-604 CHALLENGER | 3 | - | 4 | - | 5 | - | 11 | 8 | 31 | 1 | 1.1 |
| DASSAULT MYSTERE-FALCON 900EX | 17 | - | 8 | - | 23 | - | 40 | 79 | 212 | 1 | 1.6 |
| Total | 52 | - | 35 | - | 73 | - | 362 | 474 | 1 700 | 3 | 1.5 |
| THOMAS COOK AIRLINES LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 310 | - | 181 | - | 500 | - | 27 693 | 50 331 | 55 776 | 3 | 7.9 |
| AIRBUS A330-200 | 558 | - | 104 | - | 726 | - | 29 681 | 190 406 | 197 402 | 2 | 15.5 |
| BOEING 757-200 | 1 550 | - | 659 | - | 2 296 | - | 141 849 | 343 355 | 364 237 | 12 | 8.7 |
| BOEING 757-300 | 182 | - | 65 | - | 263 | - | 17 850 | 50 027 | 51 012 | 2 | 8.0 |
| Total | 2 600 | - | 1 009 | - | 3 784 | - | 217 073 | 634 119 | 668 427 | 19 | 9.1 |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| ATR42-300 | 27 | 13 | 48 | 21 | 48 | 28 | 82 | 247 | 1 323 | 2 | 3.5 |
| BAE 146-200/QT | 40 | 73 | 47 | 119 | 62 | 100 | 1 660 | 2 190 | 3 357 | 3 | 1.8 |
| BOEING 737-300 | 58 | - | 85 | - | 93 | - | 3 930 | 6 012 | 7 644 | 1 | 2.9 |
| BOEING 757-200 | 27 | - | 26 | - | 37 | - | 2 347 | 3 500 | 5 654 | 1 | 1.8 |
| Total | 152 | 86 | 206 | 140 | 239 | 128 | 8 019 | 11 949 | 17 978 | 7 | 2.4 |
| TRIAR (BERMUDA) LTD | | | | | | | | | | | |
| DASSAULT MYSTERE-FALCON 900EX | 23 | - | 9 | - | 31 | - | 42 | 175 | 5 408 | 1 | 1.2 |
| Total | 23 | - | 9 | - | 31 | - | 42 | 175 | 5 408 | 1 | 1.2 |
| TWINJET AIRCRAFT | | | | | | | | | | | |
| AIRBUS A319 | 33 | - | 13 | - | 37 | - | 158 | 484 | 1 117 | 1 | 1.1 |
| CANADAIK CL-600-604 CHALLENGER | 10 | - | 7 | - | 13 | - | 17 | 26 | 100 | 1 | 0.9 |
| Total | 43 | - | 20 | - | 50 | - | 175 | 510 | 1 217 | 2 | 1.0 |
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | - | - | - | - | - | - | - | - | - | 3 | - |
| AIRBUS A321 | - | - | - | - | - | - | - | - | - | 2 | - |
| AIRBUS A340-300 | 2 238 | - | 380 | - | 2 959 | - | 74 379 | 442 443 | 570 735 | 10 | 10.6 |
| AIRBUS A340-600 | 1 691 | - | 200 | - | 2 176 | - | 40 246 | 344 675 | 525 750 | 6 | 14.0 |
| BOEING 747-200B | - | - | - | - | - | - | - | - | - | 4 | - |
| BOEING 747-400 | 4 145 | - | 576 | - | 5 080 | - | 185 980 | 1 347 202 | 1 698 441 | 13 | 13.9 |
| Total | 8 074 | - | 1 156 | - | 10 215 | - | 300 605 | 2 134 320 | 2 794 926 | 38 | 12.6 |
| Grand Total | 107 852 | 2 293 | 80 652 | 3 342 | 180 354 | 4 771 | 7 460 265 | 17 369 006 | 22 984 295 | 897 | 7.5 |

(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