

| | 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 | 285 | - | 42 | - | 402 | - | - | 113 419 | 117 387 | - | .. |
| BOEING 767-200ER | 141 | - | 57 | - | 193 | - | 8 572 | 36 344 | 41 104 | 1 | 6.0 |
| Total | 426 | - | 99 | - | 594 | - | 8 572 | 149 763 | 158 491 | 1 | 6.0 |
| AIR CORDIAL LTD | | | | | | | | | | | |
| AIRBUS A300B4-100/200 | 324 | - | 151 | - | 476 | - | 41 114 | 97 031 | 105 563 | 2 | 2.5 |
| Total | 324 | - | 151 | - | 476 | - | 41 114 | 97 031 | 105 563 | 2 | 2.5 |
| AIR SOUTHWEST | | | | | | | | | | | |
| DE HAVILLAND DASH 8-300/Q300 | 125 | - | 604 | - | 472 | - | 8 138 | 4 283 | 6 261 | 2 | 5.8 |
| Total | 125 | - | 604 | - | 472 | - | 8 138 | 4 283 | 6 261 | 2 | 5.8 |
| AIR WALES LTD | | | | | | | | | | | |
| ATR42-300 | 259 | - | 869 | - | 693 | - | 14 588 | 6 011 | 12 465 | 5 | 4.0 |
| DORNIER 228-100/200 | - | - | - | - | - | - | - | - | - | 1 | .. |
| Total | 259 | - | 869 | - | 693 | - | 14 588 | 6 011 | 12 465 | 6 | 4.0 |
| ASTRAEUS LTD | | | | | | | | | | | |
| BOEING 737-300 | 595 | - | 303 | - | 806 | - | 31 503 | 61 683 | 88 240 | 3 | 6.1 |
| BOEING 737-700 | 531 | - | 232 | - | 714 | - | 26 641 | 61 732 | 78 409 | 2 | 7.9 |
| Total | 1 126 | - | 535 | - | 1 520 | - | 58 144 | 123 415 | 166 649 | 5 | 6.8 |
| 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 | - | 2 | - | 3 | - | 5 | - | - | - | 2 | 0.2 |
| FAIRCHILD SA-227 METRO III | - | - | - | - | - | - | - | - | - | 1 | - |
| LOCKHEED L188 ELECTRA | - | 144 | - | 276 | - | 384 | - | - | - | 7 | 2.5 |
| REIMS-CESSNA F406/CARAVAN II | - | - | - | - | - | - | - | - | - | 2 | - |
| Total | - | 146 | - | 279 | - | 389 | - | - | - | 19 | 0.9 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| ATR72 | 157 | - | 522 | - | 506 | - | 18 612 | 5 493 | 10 352 | 3 | 2.7 |
| PILATUS BN-2A TRISLANDER MK3 | 89 | - | 1 297 | - | 442 | - | 11 936 | 833 | 1 526 | 6 | 1.9 |
| SAAB FAIRCHILD 340 | 141 | - | 397 | - | 481 | - | 7 938 | 2 760 | 4 597 | 3 | 7.7 |
| SHORTS 360 | 31 | - | 346 | - | 140 | - | 7 616 | 675 | 1 184 | 2 | 1.5 |
| Total | 418 | - | 2 562 | - | 1 569 | - | 46 102 | 9 761 | 17 659 | 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 | - | - | - | - | - | - | - | - | - | 1 | 0.7 |
| BAE 146-200/QT | 93 | - | 220 | - | 249 | - | 13 880 | 5 890 | 8 843 | 1 | 7.7 |
| BAE ATP | - | - | - | - | - | - | - | - | - | 3 | 3.3 |
| Total | 93 | - | 220 | - | 249 | - | 13 880 | 5 890 | 8 843 | 5 | 3.7 |
| BAC EXPRESS AIRLINES LTD | | | | | | | | | | | |
| FOKKER F27-500 | - | 87 | - | 192 | - | 297 | - | - | - | - | .. |
| Total | - | 87 | - | 192 | - | 297 | - | - | - | - | .. |
| BMI BRITISH MIDLAND | | | | | | | | | | | |
| AIRBUS A319 | 110 | - | 232 | - | 308 | - | 20 243 | 9 796 | 14 346 | 1 | 8.1 |
| AIRBUS A320-100/200 | 1 216 | 2 | 2 121 | 3 | 2 988 | 4 | 223 478 | 130 100 | 189 675 | 11 | 8.8 |
| AIRBUS A321 | 1 029 | 21 | 1 621 | 39 | 2 417 | 45 | 208 947 | 148 905 | 205 428 | 10 | 7.6 |
| AIRBUS A330-200 | 729 | - | 123 | - | 938 | - | 24 395 | 144 816 | 177 798 | 3 | 11.2 |
| BOEING 737-300 | 1 196 | - | 1 301 | - | 2 274 | - | 127 954 | 130 600 | 176 971 | 5 | 11.7 |
| BOEING 737-500 | 892 | - | 1 331 | - | 1 869 | - | 101 885 | 85 916 | 116 931 | 7 | 8.7 |
| FOKKER 100 | 398 | - | 795 | - | 1 049 | - | 48 481 | 26 966 | 42 062 | 5 | 8.1 |
| Total | 5 570 | 23 | 7 524 | 42 | 11 842 | 48 | 755 383 | 677 099 | 923 211 | 42 | 8.9 |
| BMI REGIONAL | | | | | | | | | | | |
| EMBRAER RJ135 | 196 | - | 365 | - | 434 | - | 2 536 | 3 836 | 7 216 | 2 | 6.5 |
| EMBRAER RJ145 | 818 | - | 1 545 | - | 1 891 | - | 26 450 | 22 914 | 40 066 | 10 | 5.9 |
| Total | 1 014 | - | 1 910 | - | 2 325 | - | 28 986 | 26 750 | 47 282 | 12 | 6.0 |
| BRITANNIA AIRWAYS | | | | | | | | | | | |
| BOEING 737-500 | 484 | - | 360 | - | 722 | - | 25 588 | 37 235 | 63 845 | - | .. |
| BOEING 757-200 | 3 349 | - | 1 580 | - | 4 843 | - | 305 258 | 684 925 | 786 966 | 20 | 7.9 |
| BOEING 767-200ER | 652 | - | 249 | - | 903 | - | 56 525 | 160 538 | 189 057 | 4 | 8.3 |
| BOEING 767-300ER/F | 1 774 | - | 476 | - | 2 390 | - | 113 285 | 488 378 | 581 872 | 8 | 4.5 |
| Total | 6 259 | - | 2 665 | - | 8 857 | - | 500 656 | 1 371 076 | 1 621 740 | 32 | 7.1 |
| BRITISH AIRWAYS CITIEXPRESS LTD | | | | | | | | | | | |
| AVROLINER RJ100/115 | 1 775 | - | 2 253 | - | 3 850 | - | 118 650 | 105 192 | 188 265 | 16 | 7.6 |
| BAE 146-100 | 65 | - | 91 | - | 145 | - | 3 856 | 2 655 | 4 583 | 1 | 6.1 |
| BAE 146-200/QT | 184 | - | 235 | - | 394 | - | 10 990 | 8 152 | 14 743 | 2 | 6.1 |
| BAE 146-300 | 135 | - | 180 | - | 302 | - | 12 454 | 9 365 | 15 025 | 1 | 6.7 |
| BAE ATP | 3 | - | 7 | - | 10 | - | 367 | 124 | 171 | 10 | 1.4 |
| DE HAVILLAND DASH 8-300/Q300 | 528 | - | 1 521 | - | 1 760 | - | 40 822 | 14 550 | 27 030 | 10 | 6.4 |
| DE HAVILLAND DASH 8-100 | - | - | - | - | - | - | - | - | - | - | .. |
| EMBRAER RJ145 | 2 945 | - | 4 312 | - | 6 227 | - | 125 397 | 86 829 | 144 298 | 28 | 7.3 |
| Total | 5 635 | - | 8 599 | - | 12 689 | - | 312 536 | 226 867 | 394 115 | 68 | 6.3 |

| | 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 |
|--|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| BRITISH AIRWAYS PLC | | | | | | | | | | | |
| AIRBUS A319 | 3 992 | - | 5 107 | - | 8 589 | - | 457 194 | 355 073 | 479 672 | 33 | 8.8 |
| AIRBUS A320-100/200 | 3 141 | - | 3 651 | - | 6 464 | - | 385 750 | 325 273 | 450 036 | 27 | 8.0 |
| BOEING 737-300 | 643 | - | 904 | - | 1 405 | - | 76 133 | 54 287 | 78 981 | 5 | 7.4 |
| BOEING 737-400 | 2 409 | - | 2 552 | - | 4 683 | - | 239 997 | 230 356 | 343 526 | 20 | 7.0 |
| BOEING 737-500 | 1 161 | - | 2 115 | - | 2 814 | - | 165 619 | 89 806 | 123 544 | 10 | 8.2 |
| BOEING 747-400 | 17 764 | - | 2 449 | - | 22 187 | - | 584 061 | 4 538 712 | 5 830 048 | 57 | 13.0 |
| BOEING 757-200 | 1 551 | - | 1 563 | - | 2 967 | - | 198 040 | 197 384 | 269 840 | 13 | 7.5 |
| BOEING 767-300 | 1 498 | - | 976 | - | 2 565 | - | 158 979 | 250 058 | 364 170 | 10 | 7.4 |
| BOEING 767-300ER/F | 2 473 | - | 499 | - | 3 338 | - | 63 239 | 354 562 | 450 302 | 10 | 11.3 |
| BOEING 777-200 | 7 976 | - | 1 462 | - | 10 355 | - | 233 515 | 1 430 140 | 1 892 791 | 27 | 12.2 |
| BOEING 777-200ER | 4 884 | - | 812 | - | 6 295 | - | 135 983 | 885 857 | 1 172 470 | 16 | 13.8 |
| Total | 47 492 | - | 22 090 | - | 71 663 | - | 2 698 510 | 8 711 508 | 11 455 380 | 228 | 10.2 |
| BRITISH INTERNATIONAL SIKORSKY S61N | 50 | - | 804 | - | 272 | - | 14 304 | 898 | 1 261 | 6 | 0.6 |
| Total | 50 | - | 804 | - | 272 | - | 14 304 | 898 | 1 261 | 6 | 0.6 |
| BRITISH MEDITERRANEAN AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 704 | - | 274 | - | 1 084 | - | 12 749 | 51 716 | 87 345 | 3 | 10.9 |
| AIRBUS A321 | 692 | - | 219 | - | 1 030 | - | 14 283 | 61 447 | 103 061 | 2 | 13.6 |
| Total | 1 396 | - | 493 | - | 2 115 | - | 27 032 | 113 163 | 190 406 | 5 | 12.0 |
| BUZZ STANSTED LTD | | | | | | | | | | | |
| BAE 146-300 | - | - | - | - | - | - | - | - | - | - | 4.8 |
| BOEING 737-300 | 917 | - | 1 305 | - | 1 902 | - | - | 103 993 | 135 708 | 6 | 9.9 |
| Total | 917 | - | 1 305 | - | 1 902 | - | - | 103 993 | 135 708 | 6 | 9.8 |
| CHANNEL EXPRESS (AIR SVS) | | | | | | | | | | | |
| AIRBUS A300F4 | - | 125 | - | 250 | - | 287 | - | - | - | 4 | 2.2 |
| BOEING 737-300 | 1 069 | 101 | 823 | 242 | 1 680 | 241 | 85 529 | 114 080 | 156 293 | 14 | 4.0 |
| FOKKER F27 100-400/600 | - | 14 | - | 55 | - | 51 | - | - | - | 2 | 0.8 |
| FOKKER F27-500 | - | 46 | - | 213 | - | 184 | - | - | - | 5 | 1.5 |
| Total | 1 069 | 286 | 823 | 760 | 1 680 | 763 | 85 529 | 114 080 | 156 293 | 25 | 2.6 |
| DHL AIR LTD | | | | | | | | | | | |
| BOEING 757-200 | - | 948 | - | 1 392 | - | 1 901 | - | - | - | 22 | 3.0 |
| Total | - | 948 | - | 1 392 | - | 1 901 | - | - | - | 22 | 3.0 |

[illegible]

| | 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 |
|------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| FIRST CHOICE AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 076 | - | 483 | - | 1 504 | - | 66 228 | 154 868 | 193 534 | 5 | 7.8 |
| AIRBUS A321 | 999 | - | 431 | - | 1 473 | - | 78 315 | 186 968 | 217 862 | 5 | 7.7 |
| BOEING 757-200 | 2 208 | - | 1 018 | - | 3 294 | - | 195 506 | 446 434 | 514 682 | 11 | 5.8 |
| BOEING 767-300ER/F | 740 | - | 128 | - | 966 | - | 29 675 | 204 002 | 230 638 | 2 | 15.2 |
| Total | 5 023 | - | 2 060 | - | 7 237 | - | 369 724 | 992 272 | 1 156 716 | 23 | 7.5 |
| FLIGHTLINE LTD | | | | | | | | | | | |
| BAE 146-200/QT | 131 | - | 326 | - | 258 | - | 10 935 | 6 509 | 12 704 | 5 | 1.1 |
| BAE 146-300 | 40 | - | 45 | - | 73 | - | 1 517 | 1 447 | 1 973 | 1 | 2.8 |
| Total | 171 | - | 371 | - | 331 | - | 12 452 | 7 956 | 14 677 | 6 | 1.4 |
| FLYBE.BRITISH EUROPEAN | | | | | | | | | | | |
| BAE 146-100 | - | - | - | - | - | - | - | - | - | 2 | - |
| BAE 146-200/QT | 919 | - | 1 209 | - | 1 911 | - | 79 610 | 61 528 | 88 992 | 7 | 8.9 |
| BAE 146-300 | 806 | - | 1 614 | - | 1 995 | - | 135 269 | 62 893 | 89 875 | 9 | 7.2 |
| BOMBARDIER DASH 8 Q100/200 | 34 | - | 106 | - | 127 | - | 2 635 | 868 | 1 249 | 3 | 7.4 |
| BOMBARDIER DASH 8 Q400 | 805 | - | 2 265 | - | 2 600 | - | 108 220 | 39 766 | 62 716 | 10 | 6.5 |
| DE HAVILLAND DASH 8-300/Q300 | 181 | - | 729 | - | 707 | - | 24 095 | 6 153 | 9 071 | 4 | 6.8 |
| Total | 2 745 | - | 5 923 | - | 7 341 | - | 349 829 | 171 208 | 251 903 | 35 | 6.9 |
| FLYJET LTD | | | | | | | | | | | |
| BOEING 757-200 | 308 | - | 119 | - | 459 | - | 17 191 | 51 165 | 71 652 | 2 | 4.8 |
| Total | 308 | - | 119 | - | 459 | - | 17 191 | 51 165 | 71 652 | 2 | 4.8 |
| GB AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 856 | - | 1 217 | - | 3 022 | - | 127 914 | 208 765 | 281 757 | 10 | 8.1 |
| AIRBUS A321 | 722 | - | 361 | - | 1 108 | - | 49 377 | 99 937 | 133 142 | 3 | 10.3 |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | - | 0.3 |
| Total | 2 578 | - | 1 578 | - | 4 129 | - | 177 291 | 308 702 | 414 899 | 13 | 7.5 |
| GLOBAL SUPPLY SYSTEMS LTD | | | | | | | | | | | |
| BOEING 747-400F | - | 930 | - | 215 | - | 1 314 | - | - | - | 3 | 13.7 |
| Total | - | 930 | - | 215 | - | 1 314 | - | - | - | 3 | 13.7 |
| HIGHLAND AIRWAYS LTD | | | | | | | | | | | |
| ATR42-300 | 35 | - | 112 | - | 99 | - | - | 998 | 1 615 | 1 | 1.1 |
| BAE JETSTREAM 31/32 | 12 | - | 103 | - | 35 | - | 778 | 85 | 222 | 3 | 0.7 |
| REIMS-CESSNA F406/CARAVAN II | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 47 | - | 215 | - | 134 | - | 778 | 1 083 | 1 837 | 5 | 0.6 |

| | 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 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 67 | - | 378 | - | 285 | - | 3 998 | 733 | 1 160 | 2 | 1.1 |
| PILATUS BN-2A ISLANDER | 23 | - | 437 | - | 111 | - | 2 725 | 138 | 178 | 3 | 0.6 |
| Total | 90 | - | 815 | - | 396 | - | 6 723 | 871 | 1 338 | 5 | 0.8 |
| LOGANAIR | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 29 | - | 207 | - | 157 | - | 1 584 | 229 | 548 | 2 | 2.5 |
| PILATUS BN-2A ISLANDER | 13 | - | 457 | - | 79 | - | 1 607 | 47 | 107 | 5 | 0.5 |
| SAAB FAIRCHILD 340 | 272 | - | 1 319 | - | 1 057 | - | 23 427 | 5 684 | 9 250 | 8 | 4.0 |
| Total | 314 | - | 1 983 | - | 1 294 | - | 26 618 | 5 960 | 9 905 | 15 | 2.6 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600 | 568 | - | 200 | - | 789 | - | 57 786 | 163 728 | 205 113 | 4 | 7.8 |
| AIRBUS A320-100/200 | 790 | - | 414 | - | 1 154 | - | 57 746 | 111 684 | 142 164 | 4 | 8.1 |
| AIRBUS A321 | 1 054 | - | 577 | - | 1 572 | - | 102 040 | 187 802 | 231 842 | 6 | 7.7 |
| AIRBUS A330-200 | 584 | - | 115 | - | 756 | - | 36 012 | 184 823 | 218 368 | 2 | 14.1 |
| BOEING 757-200 | 1 126 | - | 546 | - | 1 652 | - | 107 399 | 227 260 | 264 864 | 7 | 6.6 |
| Total | 4 122 | - | 1 852 | - | 5 923 | - | 360 983 | 875 297 | 1 062 351 | 23 | 8.0 |
| MY TRAVEL AIRWAYS UK | | | | | | | | | | | |
| AIRBUS A320-100/200 | 2 000 | - | 1 205 | - | 2 772 | - | 174 865 | 311 426 | 360 070 | 12 | 8.3 |
| AIRBUS A321 | 1 424 | - | 616 | - | 1 929 | - | 126 545 | 294 658 | 313 271 | 6 | 9.5 |
| AIRBUS A330-200 | 696 | - | 132 | - | 857 | - | 33 104 | 222 489 | 250 232 | 3 | 6.2 |
| AIRBUS A330-300 | - | - | - | - | - | - | - | - | - | 4 | 2.9 |
| BOEING 757-200 | 917 | - | 342 | - | 1 200 | - | 72 980 | 198 709 | 213 734 | 5 | 8.2 |
| BOEING 767-300ER/F | 801 | - | 125 | - | 983 | - | 33 478 | 234 749 | 261 032 | 3 | 4.4 |
| MCDONNELL-DOUGLAS DC10-30 | 246 | - | 38 | - | 293 | - | 11 412 | 74 821 | 93 207 | 1 | 10.9 |
| Total | 6 084 | - | 2 458 | - | 8 036 | - | 452 384 | 1 336 852 | 1 491 546 | 34 | 7.4 |
| SCOT AIRWAYS | | | | | | | | | | | |
| DORNIER 328 | 391 | - | 737 | - | 865 | - | 16 089 | 8 523 | 12 097 | 7 | 4.3 |
| Total | 391 | - | 737 | - | 865 | - | 16 089 | 8 523 | 12 097 | 7 | 4.3 |
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| BOMBARDIER REGIONAL JET 100/200 | - | - | - | - | - | - | - | - | - | 1 | 1.6 |
| CANADAIR CL-600-604 CHALLENGER | 30 | - | 13 | - | 40 | - | 49 | 129 | 302 | 1 | 0.4 |
| DASSAULT MYSTERE-FALCON 900EX | 37 | - | 12 | - | 38 | - | 52 | 166 | 443 | 1 | 1.1 |
| Total | 67 | - | 25 | - | 78 | - | 101 | 295 | 745 | 3 | 1.0 |

| | 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 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| THOMAS COOK AIRLINES LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 433 | - | 200 | - | 647 | - | 31 379 | 71 094 | 77 907 | 3 | 5.3 |
| AIRBUS A330-200 | 720 | - | 118 | - | 934 | - | 34 527 | 232 177 | 254 921 | 2 | 12.6 |
| BOEING 757-200 | 2 507 | - | 965 | - | 3 598 | - | 205 705 | 540 663 | 589 045 | 12 | 6.4 |
| BOEING 757-300 | 334 | - | 124 | - | 478 | - | 32 640 | 88 662 | 93 349 | 2 | 5.3 |
| Total | 3 994 | - | 1 407 | - | 5 657 | - | 304 251 | 932 596 | 1 015 222 | 19 | 6.8 |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| ATR42-300 | 43 | 2 | 51 | 3 | 58 | 4 | 166 | 141 | 1 892 | 2 | 1.9 |
| BAE 146-200/QT | 52 | 150 | 58 | 266 | 82 | 208 | 1 054 | 2 736 | 4 155 | 4 | 1.4 |
| BOEING 737-300 | 22 | - | 26 | - | 34 | - | 1 528 | 2 390 | 2 942 | 2 | 2.2 |
| BOEING 757-200 | 50 | - | 23 | - | 65 | - | 1 209 | 7 436 | 10 335 | 1 | 1.2 |
| Total | 167 | 152 | 158 | 269 | 239 | 212 | 3 957 | 12 703 | 19 324 | 9 | 1.6 |
| TRIAIR (BERMUDA) LTD | | | | | | | | | | | |
| DASSAULT MYSTERE-FALCON 900EX | 28 | - | 18 | - | 45 | - | 106 | 205 | 447 | 1 | 1.1 |
| Total | 28 | - | 18 | - | 45 | - | 106 | 205 | 447 | 1 | 1.1 |
| TWINJET AIRCRAFT | | | | | | | | | | | |
| AIRBUS A319 | 38 | - | 16 | - | 50 | - | 326 | 959 | 1 297 | 1 | 0.8 |
| CANADAIIR CL-600-604 CHALLENGER | - | - | - | - | - | - | - | - | - | - | 0.8 |
| Total | 38 | - | 16 | - | 50 | - | 326 | 959 | 1 297 | 1 | 0.8 |
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | - | - | - | - | - | - | - | - | - | 3 | - |
| AIRBUS A321 | - | - | - | - | - | - | - | - | - | 2 | - |
| AIRBUS A340-300 | 2 326 | - | 328 | - | 2 987 | - | 65 809 | 466 139 | 589 297 | 9 | 11.4 |
| AIRBUS A340-600 | 2 046 | - | 262 | - | 2 639 | - | 58 456 | 449 219 | 636 338 | 6 | 12.5 |
| BOEING 747-200B | - | - | - | - | - | - | - | - | - | 4 | - |
| BOEING 747-400 | 4 546 | - | 666 | - | 5 620 | - | 235 556 | 1 619 289 | 1 857 193 | 13 | 13.4 |
| Total | 8 918 | - | 1 256 | - | 11 246 | - | 359 821 | 2 534 647 | 3 082 828 | 37 | 12.4 |
| Grand Total | 122 735 | 2 665 | 89 701 | 3 523 | 201 644 | 5 233 | 8 900 285 | 20 784 577 | 26 317 945 | 887 | 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