

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2017 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017 |
|--|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| ACROPOLIS AVIATION LTD | | | | | | | | | | | |
| AIRBUS A319 100 | 317 | - | 130 | - | 433 | - | 1,183 | 3,088 | 6,031 | 1 | 1.2 |
| Total | 317 | - | 130 | - | 433 | - | 1,183 | 3,088 | 6,031 | 1 | 1.2 |
| AIRTANKER SERVICES LTD | | | | | | | | | | | |
| AIRBUS A330-200 | 9,345 | - | 1,749 | - | 12,305 | - | 51,786 | 2,291,719 | 2,883,585 | 4 | 14.2 |
| Total | 9,345 | - | 1,749 | - | 12,305 | - | 51,786 | 2,291,719 | 2,883,585 | 4 | 14.2 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| ATR ATR42 500 | 454 | - | 1,219 | - | 1,611 | - | 31,446 | 12,406 | 21,880 | 1 | 4.4 |
| ATR ATR72 200 | 1,504 | - | 4,508 | - | 5,479 | - | 213,181 | 70,507 | 108,141 | 3 | 5.0 |
| BRITTEN NORMAN BN2A III | 33 | - | 527 | - | 252 | - | 4,529 | 287 | 505 | - | 1.0 |
| DORNIER 228 200 | 450 | - | 5,041 | - | 2,410 | - | 51,793 | 4,764 | 8,113 | 4 | 1.9 |
| EMBRAER ERJ190 100 | 258 | - | 1,001 | - | 916 | - | 87,642 | 22,508 | 31,441 | - | 10.2 |
| EMBRAER ERJ190 200 | 417 | - | 1,625 | - | 1,515 | - | 153,556 | 39,444 | 50,898 | 1 | 5.5 |
| Total | 3,117 | - | 13,921 | - | 12,182 | - | 542,147 | 149,916 | 220,978 | 9 | 3.6 |
| BA CITYFLYER LTD | | | | | | | | | | | |
| EMBRAER ERJ170 100 | 6,363 | - | 10,346 | - | 14,098 | - | 586,329 | 365,541 | 483,580 | 6 | 6.4 |
| EMBRAER ERJ190 100 | 19,543 | - | 23,894 | - | 38,646 | - | 1,677,928 | 1,404,533 | 1,915,165 | 15 | 7.6 |
| Total | 25,905 | - | 34,240 | - | 52,743 | - | 2,264,257 | 1,770,074 | 2,398,745 | 21 | 7.2 |
| BAE SYSTEMS (CORP AIR TVL) LTD | | | | | | | | | | | |
| BAE BAE146 200 | 196 | - | 178 | - | 333 | - | 5,099 | 5,557 | 13,696 | 2 | 0.7 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 114 | - | 297 | - | 240 | - | 8,654 | 3,255 | 5,586 | 1 | 1.0 |
| Total | 310 | - | 475 | - | 573 | - | 13,753 | 8,812 | 19,282 | 3 | 0.8 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2017 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017 |
|--|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BLUE ISLANDS LIMITED | | | | | | | | | | | |
| ATR ATR42 300 | 132 | - | 2,306 | - | 876 | - | 62,746 | 3,798 | 6,057 | 1 | 2.0 |
| ATR ATR42 500 | 349 | - | 1,579 | - | 1,398 | - | 45,955 | 10,602 | 16,774 | 1 | 3.8 |
| ATR ATR72 200 | 1,185 | - | 6,195 | - | 4,634 | - | 260,425 | 50,317 | 79,904 | 3 | 4.3 |
| Total | 1,666 | - | 10,080 | - | 6,908 | - | 369,126 | 64,717 | 102,735 | 5 | 3.7 |
| BMI REGIONAL | | | | | | | | | | | |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 3,561 | - | 5,625 | - | 7,623 | - | 116,887 | 76,196 | 131,741 | 4 | 5.2 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 15,583 | - | 23,635 | - | 32,852 | - | 405,188 | 433,912 | 763,501 | 16 | 5.9 |
| Total | 19,143 | - | 29,260 | - | 40,475 | - | 522,075 | 510,108 | 895,242 | 20 | 5.8 |
| BRITISH AIRWAYS PLC | | | | | | | | | | | |
| AIRBUS A318 100 | 2,996 | - | 808 | - | 4,249 | - | 11,548 | 64,536 | 95,856 | 1 | 7.8 |
| AIRBUS A319 100 | 59,198 | - | 79,586 | - | 132,428 | - | 8,487,642 | 6,361,621 | 7,934,873 | 44 | 8.2 |
| AIRBUS A320 200 | 115,764 | - | 100,772 | - | 217,064 | - | 12,824,094 | 14,967,934 | 18,325,916 | 67 | 8.9 |
| AIRBUS A321 200 | 30,090 | - | 25,308 | - | 56,498 | - | 3,640,017 | 4,200,526 | 5,337,547 | 18 | 8.6 |
| AIRBUS A380 800 | 47,052 | - | 5,388 | - | 58,564 | - | 2,152,058 | 18,879,654 | 22,067,317 | 12 | 13.4 |
| BOEING 747 400 | 129,103 | - | 18,945 | - | 163,050 | - | 4,799,988 | 33,148,666 | 39,654,178 | 36 | 12.4 |
| BOEING 767-300 | 10,211 | - | 7,956 | - | 18,706 | - | 1,511,909 | 2,005,652 | 2,558,682 | 7 | 7.3 |
| BOEING 777 200 | 178,922 | - | 28,962 | - | 231,059 | - | 5,210,052 | 34,754,806 | 43,420,762 | 46 | 13.8 |
| BOEING 777 300 | 49,693 | - | 6,102 | - | 62,710 | - | 1,366,787 | 12,205,555 | 14,758,874 | 12 | 14.3 |
| BOEING 787 8 | 34,233 | - | 5,005 | - | 43,762 | - | 892,675 | 6,097,485 | 7,324,725 | 9 | 14.5 |
| BOEING 787 9 | 67,928 | - | 9,461 | - | 86,527 | - | 1,618,674 | 11,708,933 | 14,672,520 | 16 | 14.8 |
| Total | 725,189 | - | 288,293 | - | 1,074,617 | - | 42,515,444 | 144,395,368 | 176,151,250 | 268 | 11.0 |
| CARGOLOGICAIR LTD | | | | | | | | | | | |
| BOEING 747 400 | - | 3,676 | - | 1,000 | - | 5,129 | - | - | - | 2 | 8.4 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2017 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017 |
|--|-----------------|-------------|---------------|--------|----------------|--------|---------------------|--------------------|-------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| CARGOLOGICAIR LTD | | | | | | | | | | | |
| BOEING 747 8 | - | 2,898 | - | 743 | - | 4,070 | - | - | - | 1 | 11.2 |
| Total | - | 6,574 | - | 1,743 | - | 9,199 | - | - | - | 3 | 9.4 |
| CELLO AVIATION LTD | | | | | | | | | | | |
| BAE AVRO146RJ 100 | - | - | - | - | - | - | - | - | - | 1 | - |
| BAE BAE146 200 | 113 | - | 177 | - | 210 | - | 4,043 | 3,562 | 5,180 | 1 | 0.6 |
| BOEING 737-300 | 131 | - | 86 | - | 195 | - | 3,942 | 6,171 | 8,105 | 1 | 0.5 |
| BOEING 737-400 | - | - | - | - | - | - | - | - | - | - | - |
| Total | 243 | - | 263 | - | 405 | - | 7,985 | 9,733 | 13,285 | 3 | 0.5 |
| DHL AIR LTD | | | | | | | | | | | |
| BOEING 757-200 | - | 12,994 | - | 15,563 | - | 25,136 | - | - | - | 21 | 3.0 |
| BOEING 767-300 | - | 12,546 | - | 3,421 | - | 16,981 | - | - | - | 4 | 11.6 |
| Total | - | 25,541 | - | 18,984 | - | 42,117 | - | - | - | 25 | 4.3 |
| EASTERN AIRWAYS | | | | | | | | | | | |
| ATR ATR72 200 | 133 | - | 400 | - | 351 | - | 9,744 | 3,713 | 9,819 | 1 | 3.8 |
| BAE JETSTREAM 4100 4100 | 2,964 | - | 10,312 | - | 8,222 | - | 127,979 | 42,932 | 85,952 | 17 | 1.5 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 1,505 | - | 2,802 | - | 2,822 | - | 72,416 | 44,052 | 75,261 | 3 | 3.1 |
| EMBRAER ERJ170 100 | 1,204 | - | 2,544 | - | 2,315 | - | 15,128 | 44,941 | 91,040 | 2 | 3.2 |
| SAAB 2000 NO MASTER SERIES ASSIGNED | 3,386 | - | 8,776 | - | 7,777 | - | 148,399 | 84,905 | 169,295 | 9 | 2.6 |
| Total | 9,191 | - | 24,834 | - | 21,488 | - | 373,666 | 220,543 | 431,367 | 32 | 2.1 |
| EASYJET AIRLINE COMPANY LTD | | | | | | | | | | | |
| AIRBUS A319 100 | 247,307 | - | 254,357 | - | 460,873 | - | 35,089,567 | 34,541,479 | 38,579,848 | 126 | 9.6 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2017 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017 |
|--|-----------------|-------------|----------------|----------|----------------|----------|---------------------|--------------------|-------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| EASYJET AIRLINE COMPANY LTD | | | | | | | | | | | |
| AIRBUS A320 200 | 253,232 | - | 198,635 | - | 433,550 | - | 32,479,406 | 42,053,032 | 46,678,353 | 96 | 10.6 |
| AIRBUS A320 200N | 3,217 | - | 1,927 | - | 5,246 | - | 323,090 | 549,370 | 598,333 | 4 | 11.4 |
| Total | 503,755 | - | 454,919 | - | 899,668 | - | 67,892,063 | 77,143,881 | 85,856,534 | 226 | 10.1 |
| EXECUTIVE JET CHARTER LTD | | | | | | | | | | | |
| AEROSPATIALE AS365 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| AGUSTA AW139 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | 40 | - | 30 | - | 56 | - | 76 | 88 | 321 | 2 | 0.1 |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 102 | - | 40 | - | 130 | - | 108 | 287 | 1,415 | 1 | 0.4 |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | 225 | - | 51 | - | 242 | - | 109 | 396 | 2,473 | 1 | 0.6 |
| Total | 367 | - | 121 | - | 429 | - | 293 | 771 | 4,209 | 7 | 0.2 |
| FLYBE LTD | | | | | | | | | | | |
| ATR ATR72 200 | 3,979 | - | 11,513 | - | 12,408 | - | - | 176,151 | 278,505 | 5 | 6.8 |
| DE HAVILLAND DHC8 400 | 50,711 | - | 115,455 | - | 144,164 | - | 6,230,258 | 2,852,783 | 3,955,483 | 56 | 6.9 |
| EMBRAER ERJ170 200 | 14,652 | - | 21,057 | - | 32,100 | - | 1,370,025 | 960,275 | 1,289,376 | 11 | 8.0 |
| EMBRAER ERJ190 100 | 3,552 | - | 5,126 | - | 7,733 | - | 364,405 | 253,797 | 419,116 | - | 9.5 |
| EMBRAER ERJ190 200 | 8,726 | - | 10,108 | - | 17,068 | - | 829,999 | 751,340 | 1,029,627 | 7 | 7.1 |
| Total | 81,619 | - | 163,259 | - | 213,474 | - | 8,794,687 | 4,994,346 | 6,972,107 | 79 | 7.1 |
| GAMA AVIATION (UK) LTD | | | | | | | | | | | |
| BEECH 200 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 4 | - |
| BEECH 300 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | - | - |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2017 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017 |
|---|-----------------|-------------|---------------|------------|----------------|------------|---------------------|--------------------|-------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| GAMA AVIATION (UK) LTD | | | | | | | | | | | |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 104 | - | 55 | - | 139 | - | 164 | 393 | 1,249 | 3 | 0.2 |
| CANADAIR CL600 2B16 600 | 81 | - | 85 | - | 119 | - | 354 | 315 | 827 | 3 | 0.1 |
| CESSNA 510 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 560 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | 78 | - | 66 | - | 111 | - | 291 | 364 | 781 | - | 0.5 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 79 | - | 20 | - | 100 | - | 106 | 366 | 1,106 | 1 | 0.3 |
| LEARJET 45 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| RAYTHEON HAWKER 1000 | - | - | - | - | - | - | - | - | - | - | - |
| RAYTHEON HAWKER 800 | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 342 | - | 226 | - | 469 | - | 915 | 1,438 | 3,963 | 17 | 0.1 |
| JET2.COM LTD | | | | | | | | | | | |
| BOEING 737-300 | 25,945 | 119 | 15,798 | 309 | 43,037 | 306 | 2,045,439 | 3,453,074 | 3,839,806 | 18 | 5.9 |
| BOEING 737-800 | 74,452 | - | 33,440 | - | 113,815 | - | 5,655,112 | 12,664,564 | 14,071,507 | 45 | 8.5 |
| BOEING 757-200 | 15,677 | - | 6,699 | - | 23,736 | - | 1,462,508 | 3,429,788 | 3,684,151 | 11 | 5.9 |
| Total | 116,074 | 119 | 55,937 | 309 | 180,587 | 306 | 9,163,059 | 19,547,426 | 21,595,464 | 74 | 7.3 |
| JOTA AVIATION LTD | | | | | | | | | | | |
| BAE AVRO146RJ 100 | 306 | - | 393 | - | 662 | - | 1,083 | 17,488 | 29,442 | 1 | 3.1 |
| BAE AVRO146RJ 85 | 591 | - | 968 | - | 1,381 | - | 3,473 | 34,211 | 56,246 | 1 | 3.8 |
| BAE BAE146 200 | 113 | - | 188 | - | 275 | - | 2,443 | 5,657 | 10,716 | 1 | 1.0 |
| BEECH 90 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | - | - |
| Total | 1,009 | - | 1,549 | - | 2,318 | - | 6,999 | 57,356 | 96,404 | 3 | 1.7 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2017 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017 |
|--|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| LOGANAIR LTD | | | | | | | | | | | |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 199 | - | 5,670 | - | 1,424 | - | 22,183 | 1,014 | 1,593 | 2 | 2.0 |
| DE HAVILLAND DHC6 400 | 574 | - | 3,394 | - | 3,125 | - | 32,562 | 5,693 | 9,548 | 3 | 2.9 |
| DORNIER 328 NO MASTER SERIES ASSIGNED | 1,255 | - | 3,451 | - | 3,907 | - | 61,857 | 23,096 | 38,972 | 3 | 3.6 |
| SAAB 2000 NO MASTER SERIES ASSIGNED | 2,600 | - | 7,623 | - | 7,480 | - | 201,082 | 70,818 | 129,695 | 5 | 4.1 |
| SAAB 340 NO MASTER SERIES ASSIGNED | 5,966 | 33 | 21,932 | 66 | 20,914 | 118 | 403,775 | 120,529 | 199,978 | 17 | 3.5 |
| Total | 10,594 | 33 | 42,070 | 66 | 36,850 | 118 | 721,459 | 221,150 | 379,786 | 30 | 3.5 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A320 200 | 12,457 | - | 6,228 | - | 19,544 | - | 860,433 | 1,731,643 | 2,167,461 | - | 12.0 |
| AIRBUS A321 200 | 28,072 | - | 14,417 | - | 44,715 | - | 2,472,884 | 4,846,131 | 6,007,377 | - | 9.9 |
| BOEING 737-800 | 254 | - | 130 | - | 401 | - | 20,998 | 41,552 | 47,236 | - | 8.9 |
| Total | 40,782 | - | 20,775 | - | 64,660 | - | 3,354,315 | 6,619,326 | 8,222,074 | - | 10.4 |
| NORWEGIAN AIR UK LTD | | | | | | | | | | | |
| BOEING 737-800 | 2,331 | - | 1,428 | - | 3,750 | - | - | 352,268 | 433,616 | 1 | 10.2 |
| BOEING 787 9 | 1,278 | - | 173 | - | 1,608 | - | 25,388 | 320,564 | 439,611 | 1 | 13.9 |
| Total | 3,609 | - | 1,601 | - | 5,358 | - | 25,388 | 672,832 | 873,227 | 2 | 11.1 |
| RVL AVIATION LTD | | | | | | | | | | | |
| CESSNA 310 NO MASTER SERIES ASSIGNED | - | - | - | 1 | - | 1 | - | - | - | 4 | - |
| CESSNA 402 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 404 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 5 | - |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2017 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| RVL AVIATION LTD | | | | | | | | | | | |
| CESSNA F406 NO MASTER SERIES ASSIGNED | 22 | 3 | 72 | 4 | 68 | 8 | - | 55 | 171 | 6 | 0.1 |
| Total | 22 | 4 | 72 | 5 | 68 | 9 | - | 55 | 171 | 16 | - |
| SAXONAIR CHARTER LTD | | | | | | | | | | | |
| BEECH 400 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | - | - |
| CESSNA 510 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| EMBRAER EMB550 NO MASTER SERIES ASSIGNED | 229 | - | 226 | - | 346 | - | 892 | 895 | 2,294 | 1 | 1.2 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 410 | - | 135 | - | 514 | - | 631 | 2,017 | 6,556 | 1 | 1.4 |
| RAYTHEON HAWKER 800 | - | - | - | - | - | - | - | - | - | 3 | - |
| Total | 639 | - | 361 | - | 860 | - | 1,523 | 2,912 | 8,850 | 7 | 0.4 |
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| AIRBUS A319 100 | 106 | - | 31 | - | 125 | - | 269 | 882 | 15,318 | 1 | 0.3 |
| BOEING 757-200 | 242 | - | 89 | - | 286 | - | 3,837 | 10,922 | 54,111 | 1 | 0.8 |
| BOMBARDIER BD100 1A10 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 409 | - | 120 | - | 479 | - | 507 | 1,754 | 5,704 | 5 | 0.2 |
| BOMBARDIER BD700 1A11 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER CL600 2B19 NO MASTER SERIES ASSIGNED | 23 | - | 19 | - | 30 | - | 193 | 235 | 385 | 1 | 0.1 |
| CANADAIR CL600 2B16 600 | 599 | - | 331 | - | 766 | - | 1,215 | 1,998 | 7,769 | 4 | 0.5 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2017 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | 191 | - | 165 | - | 245 | - | 488 | 577 | 2,768 | 2 | 0.3 |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 130 | - | 51 | - | 151 | - | 192 | 547 | 2,460 | 3 | 0.2 |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED | 226 | - | 211 | - | 291 | - | 829 | 1,062 | 3,476 | 3 | 0.3 |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 233 | - | 207 | - | 288 | - | 1,114 | 1,418 | 3,027 | 2 | 0.4 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 241 | - | 103 | - | 294 | - | 426 | 998 | 4,582 | 1 | 0.8 |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| LEARJET 60 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | - | - |
| Total | 2,399 | - | 1,327 | - | 2,954 | - | 9,070 | 20,393 | 99,600 | 26 | 0.3 |
| THOMAS COOK AIRLINES LTD | | | | | | | | | | | |
| AIRBUS A320 200 | 123 | - | 38 | - | 175 | - | 6,101 | 19,740 | 22,112 | 1 | 5.5 |
| AIRBUS A321 200 | 52,848 | - | 19,851 | - | 77,112 | - | 3,856,313 | 10,480,919 | 11,624,557 | 21 | 10.2 |
| AIRBUS A330-200 | 24,816 | - | 3,546 | - | 31,716 | - | 987,521 | 7,130,457 | 7,887,637 | 5 | 13.0 |
| AIRBUS A330-300 | 1,206 | - | 181 | - | 1,533 | - | 56,486 | 378,557 | 448,471 | - | 9.6 |
| BOEING 757-300 | 12,083 | - | 4,438 | - | 17,793 | - | 1,102,314 | 3,064,143 | 3,348,929 | 5 | 10.8 |
| BOEING 767-300 | 4,809 | - | 725 | - | 6,163 | - | 9,013 | 1,179,093 | 1,303,175 | - | 10.1 |
| Total | 95,884 | - | 28,779 | - | 134,492 | - | 6,017,748 | 22,252,909 | 24,634,881 | 32 | 10.8 |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A318 100 | 80 | - | 20 | - | 110 | - | 511 | 2,101 | 2,453 | 1 | 1.0 |
| AIRBUS A320 200 | 5,618 | - | 2,572 | - | 8,393 | - | 68,165 | 898,241 | 1,011,258 | 2 | 8.3 |
| AIRBUS A321 200 | 1,564 | - | 776 | - | 2,398 | - | 16,337 | 299,072 | 331,527 | 1 | 6.6 |
| BOEING 737-300 | 648 | 295 | 508 | 566 | 1,142 | 666 | 36,750 | 62,271 | 84,211 | 1 | 4.5 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2017 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017 |
|--|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| BOEING 737-400 | - | 436 | - | 823 | - | 942 | - | - | - | 1 | 3.3 |
| BOEING 757-200 | 2,250 | - | 1,215 | - | 3,539 | - | 51,471 | 368,551 | 469,216 | 2 | 5.5 |
| BOEING 767-300 | 852 | - | 333 | - | 1,249 | - | 27,536 | 147,644 | 225,843 | 1 | 3.9 |
| Total | 11,013 | 731 | 5,424 | 1,389 | 16,832 | 1,608 | 200,770 | 1,777,880 | 2,124,508 | 9 | 5.9 |
| TRIAIR (BERMUDA) LTD | | | | | | | | | | | |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 137 | - | 32 | - | 178 | - | 133 | 500 | 1,638 | 1 | 0.5 |
| Total | 137 | - | 32 | - | 178 | - | 133 | 500 | 1,638 | 1 | 0.5 |
| TUI AIRWAYS LTD | | | | | | | | | | | |
| BOEING 737-800 | 76,721 | - | 33,264 | - | 114,820 | - | 5,747,128 | 13,467,642 | 14,500,242 | 20 | 10.8 |
| BOEING 757-200 | 33,438 | - | 12,924 | - | 48,881 | - | 2,621,649 | 6,793,479 | 7,345,959 | 14 | 9.6 |
| BOEING 767-300 | 7,060 | - | 2,019 | - | 9,894 | - | 519,067 | 2,074,183 | 2,215,236 | 4 | 8.3 |
| BOEING 787 8 | 38,705 | - | 5,892 | - | 48,270 | - | 1,553,888 | 11,043,965 | 11,681,649 | 9 | 14.7 |
| BOEING 787 9 | 8,341 | - | 1,167 | - | 10,250 | - | 380,061 | 2,729,207 | 2,877,734 | 2 | 16.0 |
| Total | 164,265 | - | 55,266 | - | 232,114 | - | 10,821,793 | 36,108,476 | 38,620,820 | 49 | 11.1 |
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A330-300 | 26,207 | - | 4,425 | - | 34,744 | - | 921,526 | 5,441,160 | 6,971,108 | 8 | 11.9 |
| AIRBUS A340-600 | 23,330 | - | 3,887 | - | 30,600 | - | 957,772 | 5,731,324 | 7,185,701 | 7 | 11.4 |
| BOEING 747 400 | 30,075 | - | 4,118 | - | 36,887 | - | 1,466,920 | 10,745,478 | 13,684,080 | 8 | 12.6 |
| BOEING 787 9 | 59,173 | - | 7,316 | - | 73,555 | - | 1,537,801 | 12,472,462 | 15,629,323 | 14 | 14.6 |
| Total | 138,785 | - | 19,746 | - | 175,786 | - | 4,884,019 | 34,390,424 | 43,470,212 | 37 | 13.0 |
| VIRGIN ATLANTIC INTERNATIONAL | | | | | | | | | | | |
| AIRBUS A330-300 | 9,951 | - | 1,882 | - | 12,916 | - | 335,137 | 2,264,515 | 2,647,032 | 2 | 17.7 |
| Total | 9,951 | - | 1,882 | - | 12,916 | - | 335,137 | 2,264,515 | 2,647,032 | 2 | 17.7 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2017 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017 |
|----------------------|-----------------|-------------|---------------|--------|----------------|--------|---------------------|--------------------|-------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| WEST ATLANTIC UK LTD | | | | | | | | | | | |
| BOEING 737-300 | - | 1,206 | - | 2,681 | - | 2,953 | - | - | - | 6 | 1.3 |
| BOEING 737-400 | - | 3,015 | - | 6,206 | - | 7,107 | - | - | - | 11 | 2.5 |
| Total | - | 4,221 | - | 8,887 | - | 10,060 | - | - | - | 17 | 2.0 |
| Grand Total | 1,975,676 | 37,223 | 1,256,591 | 31,383 | 3,202,142 | 63,416 | 158,890,793 | 355,500,668 | 418,733,980 | 1,028 | 8.5 |

Note: BMI have requested that the data for BMI British Midland, BMI Regional and BMI Baby are combined on this table

(a) Excludes small airlines' public transport operations (see table 1.13)

(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

(d) Excludes some charter operations performed by aircraft below 15 MTOM