



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Oct 2017 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Oct 2017 |
|--|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| ACROPOLIS AVIATION LTD | | | | | | | | | | | |
| AIRBUS A319 100 | 12 | - | 10 | - | 14 | - | 88 | 122 | 222 | 1 | 1.3 |
| Total | 12 | - | 10 | - | 14 | - | 88 | 122 | 222 | 1 | 1.3 |
| AIRTANKER SERVICES LTD | | | | | | | | | | | |
| AIRBUS A330-200 | 1,055 | - | 189 | - | 1,378 | - | 4,422 | 255,077 | 326,113 | 4 | 13.2 |
| Total | 1,055 | - | 189 | - | 1,378 | - | 4,422 | 255,077 | 326,113 | 4 | 13.2 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| ATR ATR42 500 | 34 | - | 96 | - | 126 | - | 2,191 | 812 | 1,644 | 1 | 5.5 |
| ATR ATR72 200 | 132 | - | 394 | - | 481 | - | 18,426 | 6,123 | 9,501 | 3 | 5.8 |
| DORNIER 228 200 | 38 | - | 450 | - | 212 | - | 4,644 | 414 | 681 | 4 | 2.3 |
| EMBRAER ERJ190 200 | 61 | - | 237 | - | 219 | - | 21,994 | 5,633 | 7,378 | 1 | 7.3 |
| Total | 265 | - | 1,177 | - | 1,038 | - | 47,255 | 12,982 | 19,204 | 9 | 4.4 |
| BA CITYFLYER LTD | | | | | | | | | | | |
| EMBRAER ERJ170 100 | 476 | - | 763 | - | 1,055 | - | 43,795 | 27,472 | 36,140 | 6 | 7.8 |
| EMBRAER ERJ190 100 | 1,727 | - | 2,288 | - | 3,518 | - | 160,907 | 126,284 | 169,284 | 14 | 9.2 |
| Total | 2,203 | - | 3,051 | - | 4,574 | - | 204,702 | 153,756 | 205,424 | 20 | 8.7 |
| BAE SYSTEMS (CORP AIR TVL) LTD | | | | | | | | | | | |
| BAE BAE146 200 | 18 | - | 15 | - | 30 | - | 555 | 659 | 1,247 | 2 | 0.4 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 12 | - | 34 | - | 26 | - | 1,040 | 369 | 602 | 1 | 0.7 |
| Total | 30 | - | 49 | - | 56 | - | 1,595 | 1,028 | 1,849 | 3 | 0.5 |
| BLUE ISLANDS LIMITED | | | | | | | | | | | |
| ATR ATR42 300 | 18 | - | 252 | - | 108 | - | 7,463 | 603 | 832 | 1 | 1.6 |
| ATR ATR42 500 | 33 | - | 145 | - | 129 | - | 4,838 | 1,126 | 1,560 | 1 | 3.5 |
| ATR ATR72 200 | 91 | - | 472 | - | 361 | - | 21,425 | 4,226 | 6,185 | 3 | 5.2 |
| Total | 142 | - | 869 | - | 598 | - | 33,726 | 5,955 | 8,577 | 5 | 4.1 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Oct 2017 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Oct 2017 |
|--|-----------------|-------------|---------------|------------|----------------|------------|------------------|-------------------|-------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| BMI REGIONAL | | | | | | | | | | | |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 314 | - | 487 | - | 663 | - | 11,005 | 7,194 | 11,627 | 4 | 4.9 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 1,427 | - | 2,153 | - | 3,015 | - | 40,947 | 41,024 | 69,929 | 16 | 6.0 |
| Total | 1,741 | - | 2,640 | - | 3,678 | - | 51,952 | 48,218 | 81,556 | 20 | 5.8 |
| BRITISH AIRWAYS PLC | | | | | | | | | | | |
| AIRBUS A318 100 | 279 | - | 75 | - | 396 | - | 1,108 | 6,192 | 8,941 | 1 | 11.6 |
| AIRBUS A319 100 | 4,915 | - | 6,600 | - | 11,122 | - | 708,439 | 531,761 | 655,742 | 44 | 8.9 |
| AIRBUS A320 200 | 10,581 | - | 9,117 | - | 19,852 | - | 1,172,993 | 1,387,169 | 1,666,460 | 67 | 9.6 |
| AIRBUS A321 200 | 2,703 | - | 2,270 | - | 5,106 | - | 323,865 | 372,223 | 481,002 | 18 | 9.3 |
| AIRBUS A380 800 | 3,970 | - | 451 | - | 4,930 | - | 185,200 | 1,631,125 | 1,861,738 | 12 | 13.9 |
| BOEING 747 400 | 11,192 | - | 1,669 | - | 14,156 | - | 427,037 | 2,908,613 | 3,434,065 | 36 | 12.4 |
| BOEING 767-300 | 948 | - | 735 | - | 1,746 | - | 140,212 | 190,963 | 236,963 | 7 | 8.0 |
| BOEING 777 200 | 15,589 | - | 2,524 | - | 20,129 | - | 445,094 | 2,962,023 | 3,770,867 | 46 | 13.5 |
| BOEING 777 300 | 3,882 | - | 468 | - | 4,878 | - | 104,959 | 970,219 | 1,152,931 | 12 | 14.4 |
| BOEING 787 8 | 3,278 | - | 489 | - | 4,198 | - | 88,297 | 586,583 | 701,471 | 9 | 14.3 |
| BOEING 787 9 | 5,982 | - | 832 | - | 7,639 | - | 146,831 | 1,065,124 | 1,292,038 | 16 | 15.5 |
| Total | 63,318 | - | 25,230 | - | 94,151 | - | 3,744,035 | 12,611,995 | 15,262,218 | 268 | 11.4 |
| CARGOLOGICAIR LTD | | | | | | | | | | | |
| BOEING 747 400 | - | 420 | - | 108 | - | 580 | - | - | - | 2 | 7.5 |
| BOEING 747 8 | - | 265 | - | 63 | - | 366 | - | - | - | 1 | 10.5 |
| Total | - | 686 | - | 171 | - | 946 | - | - | - | 3 | 8.5 |
| CELLO AVIATION LTD | | | | | | | | | | | |
| BAE BAE146 200 | 5 | - | 10 | - | 11 | - | 244 | 169 | 252 | 1 | 0.7 |
| BOEING 737-300 | 3 | - | 2 | - | 4 | - | 81 | 112 | 171 | 1 | 1.0 |
| Total | 8 | - | 12 | - | 16 | - | 325 | 281 | 423 | 2 | 0.8 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Oct 2017 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Oct 2017 |
|--|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| DHL AIR LTD | | | | | | | | | | | |
| BOEING 757-200 | - | 1,145 | - | 1,368 | - | 2,219 | - | - | - | 23 | 3.2 |
| BOEING 767-300 | - | 919 | - | 289 | - | 1,266 | - | - | - | 4 | 11.4 |
| Total | - | 2,065 | - | 1,657 | - | 3,485 | - | - | - | 27 | 4.4 |
| EASTERN AIRWAYS | | | | | | | | | | | |
| ATR ATR72 200 | 25 | - | 83 | - | 67 | - | 1,009 | 304 | 1,826 | - | - |
| BAE JETSTREAM 4100 4100 | 278 | - | 971 | - | 772 | - | 9,715 | 4,244 | 8,061 | 17 | 1.3 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 140 | - | 257 | - | 253 | - | 6,877 | 4,090 | 7,003 | 3 | 2.5 |
| EMBRAER ERJ170 100 | 177 | - | 403 | - | 332 | - | 820 | 6,501 | 13,421 | 2 | 4.2 |
| SAAB 2000 NO MASTER SERIES ASSIGNED | 302 | - | 812 | - | 679 | - | 12,342 | 7,749 | 15,104 | 9 | 2.4 |
| Total | 921 | - | 2,526 | - | 2,103 | - | 30,763 | 22,888 | 45,415 | 31 | 1.9 |
| EASYJET AIRLINE COMPANY LTD | | | | | | | | | | | |
| AIRBUS A319 100 | 22,307 | - | 22,463 | - | 41,202 | - | 3,079,896 | 3,092,785 | 3,479,936 | 132 | 11.1 |
| AIRBUS A320 200 | 25,083 | - | 19,306 | - | 42,539 | - | 3,138,855 | 4,142,769 | 4,626,271 | 120 | 12.0 |
| AIRBUS A320 200N | 461 | - | 283 | - | 755 | - | 46,296 | 78,037 | 85,699 | 2 | 12.7 |
| Total | 47,851 | - | 42,052 | - | 84,495 | - | 6,265,047 | 7,313,591 | 8,191,906 | 254 | 11.6 |
| 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 | 2 | - | 2 | - | 3 | - | 4 | 4 | 16 | 2 | 0.1 |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 9 | - | 1 | - | 11 | - | 2 | 17 | 119 | 1 | 0.6 |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | 22 | - | 5 | - | 26 | - | 10 | 44 | 246 | 1 | 0.6 |
| Total | 33 | - | 8 | - | 41 | - | 16 | 65 | 381 | 7 | 0.2 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Oct 2017 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Oct 2017 |
|---|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| FLYBE LTD | | | | | | | | | | | |
| ATR ATR72 200 | 334 | - | 1,018 | - | 1,059 | - | - | 14,942 | 23,403 | 5 | 7.5 |
| DE HAVILLAND DHC8 400 | 4,357 | - | 9,954 | - | 12,399 | - | 541,215 | 250,365 | 339,878 | 58 | 7.5 |
| EMBRAER ERJ170 200 | 1,235 | - | 1,835 | - | 2,737 | - | 121,596 | 81,826 | 108,654 | 11 | 8.7 |
| EMBRAER ERJ190 200 | 1,112 | - | 1,224 | - | 2,130 | - | 100,959 | 97,229 | 131,251 | 9 | 9.4 |
| Total | 7,039 | - | 14,031 | - | 18,325 | - | 763,770 | 444,362 | 603,186 | 83 | 7.9 |
| GAMA AVIATION (UK) LTD | | | | | | | | | | | |
| BEECH 200 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 4 | - |
| BEECH 300 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | - | - |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 3 | - |
| CANADAIR CL600 2B16 600 | 4 | - | 3 | - | 5 | - | 7 | 8 | 36 | 3 | 0.2 |
| CESSNA 510 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 560 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | - | 0.7 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 22 | - | 3 | - | 27 | - | 12 | 91 | 313 | 1 | 0.2 |
| LEARJET 45 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| RAYTHEON HAWKER 800 | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 26 | - | 6 | - | 32 | - | 19 | 99 | 349 | 17 | 0.1 |
| JET2.COM LTD | | | | | | | | | | | |
| BOEING 737-300 | 2,318 | - | 1,383 | - | 3,796 | - | 179,260 | 307,972 | 343,001 | 20 | 9.6 |
| BOEING 737-800 | 7,817 | - | 3,459 | - | 11,825 | - | 587,491 | 1,344,082 | 1,477,420 | 39 | 11.7 |
| BOEING 757-200 | 1,599 | - | 636 | - | 2,378 | - | 139,128 | 350,636 | 375,753 | 11 | 10.8 |
| Total | 11,734 | - | 5,478 | - | 17,998 | - | 905,879 | 2,002,690 | 2,196,174 | 70 | 11.0 |

Table 8.2



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Oct 2017 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Oct 2017 |
|--|-----------------|-------------|---------------|----------|----------------|----------|---------------|----------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| JOTA AVIATION LTD | | | | | | | | | | | |
| BAE AVRO146RJ 100 | 31 | - | 58 | - | 77 | - | 330 | 2,061 | 3,020 | 1 | 4.2 |
| BAE AVRO146RJ 85 | 77 | - | 137 | - | 189 | - | - | 5,381 | 7,296 | 1 | 4.7 |
| BAE BAE146 200 | 7 | - | 6 | - | 14 | - | 318 | 340 | 662 | 1 | 0.6 |
| BEECH 90 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 115 | - | 201 | - | 280 | - | 648 | 7,782 | 10,978 | 4 | 2.4 |
| LOGANAIR LTD | | | | | | | | | | | |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 17 | - | 464 | - | 120 | - | 1,659 | 78 | 136 | 2 | 2.1 |
| DE HAVILLAND DHC6 400 | 46 | - | 280 | - | 259 | - | 2,668 | 452 | 879 | 3 | 3.1 |
| DORNIER 328 NO MASTER SERIES ASSIGNED | 108 | - | 304 | - | 339 | - | 4,962 | 1,839 | 3,372 | 3 | 3.8 |
| SAAB 2000 NO MASTER SERIES ASSIGNED | 195 | - | 606 | - | 571 | - | 14,788 | 4,891 | 9,675 | 5 | 4.1 |
| SAAB 340 NO MASTER SERIES ASSIGNED | 532 | - | 2,008 | - | 1,899 | - | 33,291 | 9,800 | 17,791 | 17 | 3.7 |
| Total | 899 | - | 3,662 | - | 3,188 | - | 57,368 | 17,060 | 31,853 | 30 | 3.6 |
| NORWEGIAN AIR UK LTD | | | | | | | | | | | |
| BOEING 737-800 | 189 | - | 118 | - | 305 | - | - | 27,454 | 35,177 | 1 | 10.3 |
| BOEING 787 9 | 381 | - | 35 | - | 468 | - | 7,549 | 82,095 | 130,935 | 1 | 11.2 |
| Total | 570 | - | 153 | - | 773 | - | 7,549 | 109,549 | 166,112 | 2 | 10.5 |
| RVL AVIATION LTD | | | | | | | | | | | |
| CESSNA 310 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 4 | - |
| CESSNA 402 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 404 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 5 | - |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Oct 2017 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Oct 2017 |
|---|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| RVL AVIATION LTD | | | | | | | | | | | |
| CESSNA F406 NO MASTER SERIES ASSIGNED | 4 | 1 | 9 | 1 | 13 | 2 | - | 16 | 30 | 6 | 0.5 |
| Total | 4 | 1 | 9 | 1 | 13 | 2 | - | 16 | 30 | 16 | 0.1 |
| SAXONAIR CHARTER LTD | | | | | | | | | | | |
| BEECH 400 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 510 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| EMBRAER EMB550 NO MASTER SERIES ASSIGNED | 16 | - | 22 | - | 27 | - | 91 | 55 | 158 | 1 | 1.5 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 46 | - | 13 | - | 59 | - | 62 | 279 | 738 | 1 | 1.2 |
| RAYTHEON HAWKER 800 | - | - | - | - | - | - | - | - | - | 2 | - |
| Total | 62 | - | 35 | - | 85 | - | 153 | 334 | 896 | 7 | 0.4 |
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| AIRBUS A319 100 | - | - | - | - | - | - | - | - | - | 1 | 0.3 |
| BOEING 757-200 | 17 | - | 5 | - | 22 | - | 115 | 434 | 1,561 | 1 | 1.2 |
| BOMBARDIER BD100 1A10 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 45 | - | 15 | - | 54 | - | 37 | 88 | 550 | 6 | 0.2 |
| BOMBARDIER BD700 1A11 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER CL600 2B19 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| CANADAIR CL600 2B16 600 | 98 | - | 39 | - | 103 | - | 149 | 343 | 1,227 | 4 | 0.5 |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | 21 | - | 25 | - | 28 | - | 78 | 64 | 334 | 2 | 0.2 |

Table 8.2



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Oct 2017 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Oct 2017 |
|---|-----------------|-------------|---------------|-----------|----------------|-----------|----------------|------------------|------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | 0.2 |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED | 11 | - | 10 | - | 12 | - | 31 | 42 | 146 | 3 | 0.4 |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | 0.3 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 34 | - | 15 | - | 41 | - | 84 | 184 | 643 | 1 | 0.6 |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 227 | - | 109 | - | 260 | - | 494 | 1,155 | 4,461 | 26 | 0.3 |
| THOMAS COOK AIRLINES LTD | | | | | | | | | | | |
| AIRBUS A321 200 | 5,218 | - | 1,968 | - | 7,577 | - | 372,264 | 1,001,957 | 1,148,057 | 21 | 14.3 |
| AIRBUS A330-200 | 2,520 | - | 364 | - | 3,223 | - | 102,859 | 716,920 | 802,477 | 7 | 16.0 |
| AIRBUS A330-300 | - | - | - | - | - | - | - | - | - | - | 16.0 |
| BOEING 757-300 | 1,379 | - | 488 | - | 2,005 | - | 121,646 | 344,639 | 382,007 | 5 | 14.6 |
| BOEING 767-300 | 363 | - | 57 | - | 463 | - | - | 93,031 | 98,339 | 2 | 9.0 |
| Total | 9,480 | - | 2,877 | - | 13,267 | - | 596,769 | 2,156,547 | 2,430,880 | 35 | 14.4 |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A318 100 | - | - | - | - | - | - | - | - | - | 1 | 1.1 |
| AIRBUS A320 200 | 499 | - | 258 | - | 763 | - | 7,020 | 79,093 | 89,735 | 3 | 10.6 |
| AIRBUS A321 200 | 113 | - | 52 | - | 170 | - | - | 23,095 | 23,900 | 1 | 12.2 |
| BOEING 737-300 | 52 | - | 33 | - | 86 | - | 3,263 | 5,224 | 6,732 | 1 | 5.1 |
| BOEING 737-400 | - | 46 | - | 86 | - | 99 | - | - | - | 1 | 3.5 |
| BOEING 757-200 | 218 | - | 98 | - | 329 | - | 7,122 | 34,026 | 45,559 | 2 | 10.1 |
| BOEING 767-300 | 71 | - | 28 | - | 105 | - | 4,214 | 11,062 | 18,907 | 1 | 6.6 |
| Total | 952 | 46 | 469 | 86 | 1,452 | 99 | 21,619 | 152,500 | 184,833 | 10 | 8.2 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Oct 2017 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Oct 2017 |
|--|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| TRIAIR (BERMUDA) LTD | | | | | | | | | | | |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 5 | - | 1 | - | 6 | - | 6 | 31 | 63 | 1 | 0.6 |
| Total | 5 | - | 1 | - | 6 | - | 6 | 31 | 63 | 1 | 0.6 |
| TUI AIRWAYS LTD | | | | | | | | | | | |
| BOEING 737-800 | 7,384 | - | 3,167 | - | 10,992 | - | 571,709 | 1,337,484 | 1,395,618 | 33 | 13.7 |
| BOEING 757-200 | 2,659 | - | 992 | - | 3,851 | - | 204,170 | 544,302 | 571,939 | 14 | 12.8 |
| BOEING 767-300 | 536 | - | 202 | - | 784 | - | 62,819 | 167,069 | 175,859 | 4 | 8.1 |
| BOEING 787 8 | 3,092 | - | 494 | - | 3,843 | - | 136,465 | 851,776 | 935,210 | 9 | 15.7 |
| BOEING 787 9 | 903 | - | 120 | - | 1,104 | - | 36,329 | 277,913 | 311,585 | 2 | 17.1 |
| Total | 14,574 | - | 4,975 | - | 20,574 | - | 1,011,492 | 3,178,544 | 3,390,211 | 62 | 13.5 |
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A330-300 | 2,224 | - | 386 | - | 2,965 | - | 83,677 | 481,757 | 591,593 | 8 | 12.7 |
| AIRBUS A340-600 | 2,352 | - | 384 | - | 3,074 | - | 91,659 | 559,083 | 724,294 | 7 | 13.5 |
| BOEING 747 400 | 2,825 | - | 388 | - | 3,471 | - | 141,323 | 1,034,469 | 1,285,330 | 8 | 14.1 |
| BOEING 787 9 | 4,658 | - | 554 | - | 5,743 | - | 115,043 | 968,115 | 1,229,645 | 14 | 15.5 |
| Total | 12,058 | - | 1,712 | - | 15,252 | - | 431,702 | 3,043,424 | 3,830,862 | 37 | 14.2 |
| VIRGIN ATLANTIC INTERNATIONAL | | | | | | | | | | | |
| AIRBUS A330-300 | 836 | - | 158 | - | 1,086 | - | 28,122 | 190,131 | 222,473 | 2 | 18.7 |
| Total | 836 | - | 158 | - | 1,086 | - | 28,122 | 190,131 | 222,473 | 2 | 18.7 |
| WEST ATLANTIC UK LTD | | | | | | | | | | | |
| BOEING 737-300 | - | 112 | - | 232 | - | 270 | - | - | - | 6 | 1.4 |
| BOEING 737-400 | - | 324 | - | 655 | - | 758 | - | - | - | 10 | 2.4 |
| Total | - | 436 | - | 887 | - | 1,027 | - | - | - | 16 | 2.0 |
| Grand Total | 176,159 | 3,233 | 111,689 | 2,802 | 284,732 | 5,559 | 14,209,516 | 31,730,182 | 37,216,649 | 1,072 | 9.6 |



- (a) Excludes some charter operations performed by aircraft below 15 MTOM
- (b) Excludes small airlines' public transport operations (see table 10)
- (c) Excludes passengers uplifted on sub-charter operations
- (d) 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