



|  | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers | Seat-Km    |                 | Aircraft in Service at Qrt Ended Dec 2020 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2020 |
|--|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo | Uplifted   | Used (000) | Available (000) |   |   |
| 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 |                 |             |               |       |                |       |            |            |                 |   |   |
| BEECH 200 NO MASTER SERIES ASSIGNED                                  | 4               | 1           | 8             | 2     | 11             | 3     | -          | 11         | 30              | 5   | 0.1   |
| BOEING 737 300   | 17              | -           | 10            | -     | 25             | -     | 553        | 996        | 1,064           | 2   | 0.6   |
| Total  | 22              | 1           | 18            | 2     | 36             | 3     | 553        | 1,007      | 1,094           | 7   | 0.2   |
| ACROPOLIS AVIATION LTD   |                 |             |               |       |                |       |            |            |                 |   |   |
| AIRBUS A319 100  | -               | -           | -             | -     | -              | -     | -          | -          | -               | -   | -   |
| AIRBUS A320 200N   | 22              | -           | 6             | -     | 30             | -     | 64         | 191        | 423             | 1   | 0.8   |
| Total  | 22              | -           | 6             | -     | 30             | -     | 64         | 191        | 423             | 1   | 0.5   |
| AIRTANKER SERVICES LTD   |                 |             |               |       |                |       |            |            |                 |   |   |
| AIRBUS A330 200  | 198             | 4           | 34            | 12    | 262            | 13    | 1,918      | 14,145     | 55,740          | 4   | 2.1   |
| Total  | 198             | 4           | 34            | 12    | 262            | 13    | 1,918      | 14,145     | 55,740          | 4   | 2.1   |
| AURIGNY AIR SERVICES   |                 |             |               |       |                |       |            |            |                 |   |   |
| ATR ATR72 200  | 15              | -           | 66            | -     | 55             | -     | 1,755      | 392        | 1,062           | 4   | 0.5   |
| DORNIER 228 200  | 8               | -           | 192           | -     | 65             | -     | 2,311      | 94         | 146             | 3   | 0.8   |
| EMBRAER ERJ190 200   | 6               | -           | 26            | -     | 20             | -     | 1,196      | 260        | 734             | 1   | 0.6   |
| Total  | 29              | -           | 284           | -     | 140            | -     | 5,262      | 746        | 1,942           | 8   | 0.6   |
| BA CITYFLYER LTD   |                 |             |               |       |                |       |            |            |                 |   |   |
| EMBRAER ERJ170 100   | 21              | -           | 36            | -     | 43             | -     | 1,603      | 919        | 1,566           | 6   | 0.4   |
| EMBRAER ERJ190 100   | 36              | -           | 63            | -     | 78             | -     | 2,976      | 1,808      | 3,565           | 22  | 0.3   |
| Total  | 57              | -           | 99            | -     | 120            | -     | 4,579      | 2,727      | 5,131           | 28  | 0.3   |
| BAE SYSTEMS (CORP AIR TVL) LTD                                       |                 |             |               |       |                |       |            |            |                 |   |   |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED                             | -               | -           | -             | -     | -              | -     | -          | -          | -               | 2   | -   |
| Total  | -               | -           | -             | -     | -              | -     | -          | -          | -               | 2   | -   |



|                                      | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers | Seat-Km    |                 | Aircraft in Service at Qrt Ended Dec 2020 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2020 |
|--------------------------------------|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
|                                      | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo | Uplifted   | Used (000) | Available (000) |   |   |
| BLUE ISLANDS LIMITED                 |                 |             |               |       |                |       |            |            |                 |   |   |
| ATR ATR42 300                        | -               | -           | -             | -     | -              | -     | -          | -          | -               | 1   | 1.9   |
| ATR ATR72 200                        | 30              | -           | 122           | -     | 110            | -     | 1,775      | 460        | 2,010           | 4   | 0.8   |
| Total                                | 30              | -           | 122           | -     | 110            | -     | 1,775      | 460        | 2,010           | 5   | 1.0   |
| BRITISH AIRWAYS PLC                  |                 |             |               |       |                |       |            |            |                 |   |   |
| AIRBUS A318 100                      | -               | -           | -             | -     | -              | -     | -          | -          | -               | 1   | -   |
| AIRBUS A319 100                      | 632             | 21          | 894           | 24    | 1,341          | 41    | 74,418     | 53,128     | 84,066          | 39  | 1.5   |
| AIRBUS A320 200                      | 560             | 23          | 518           | 19    | 1,017          | 40    | 49,569     | 52,921     | 93,565          | 67  | 2.0   |
| AIRBUS A320 200N                     | 997             | 31          | 700           | 18    | 1,680          | 49    | 65,493     | 85,342     | 164,668         | 13  | 4.5   |
| AIRBUS A321 200                      | -               | 8           | -             | 8     | -              | 15    | -          | -          | -               | 18  | -   |
| AIRBUS A321 200N                     | 671             | 22          | 426           | 16    | 1,099          | 39    | 51,897     | 79,399     | 136,211         | 10  | 4.4   |
| AIRBUS A350 1000                     | 1,494           | 141         | 271           | 30    | 1,937          | 182   | 42,613     | 237,532    | 494,593         | 8   | 8.7   |
| AIRBUS A380 800                      | -               | 6           | -             | 2     | -              | 9     | -          | -          | -               | 12  | -   |
| BOEING 747 400                       | -               | -           | -             | -     | -              | -     | -          | -          | -               | 15  | -   |
| BOEING 777 200                       | 4,837           | 1,602       | 779           | 219   | 6,227          | 2,066 | 106,864    | 689,510    | 1,251,020       | 45  | 5.3   |
| BOEING 777 300ER                     | 2,439           | 921         | 294           | 101   | 3,095          | 1,176 | 45,078     | 362,910    | 708,551         | 16  | 8.9   |
| BOEING 787 10                        | -               | -           | -             | -     | -              | -     | -          | -          | -               | 2   | -   |
| BOEING 787 8                         | 1,403           | 960         | 214           | 154   | 1,819          | 1,243 | 24,442     | 157,955    | 300,259         | 12  | 9.2   |
| BOEING 787 9                         | 3,271           | 1,622       | 429           | 222   | 4,049          | 2,018 | 40,764     | 310,325    | 724,664         | 18  | 11.0  |
| Total                                | 16,304          | 5,358       | 4,525         | 813   | 22,264         | 6,877 | 501,138    | 2,029,022  | 3,957,597       | 276                                       | 4.1   |
| CARGOLOGICAIR LTD                    |                 |             |               |       |                |       |            |            |                 |   |   |
| BOEING 747 400                       | -               | 501         | -             | 81    | -              | 630   | -          | -          | -               | 2   | 10.6  |
| Total                                | -               | 501         | -             | 81    | -              | 630   | -          | -          | -               | 2   | 10.6  |
| CATREUS AOC LTD                      |                 |             |               |       |                |       |            |            |                 |   |   |
| BOMBARDIER BD100 1A10                | 32              | -           | 18            | -     | 44             | -     | 37         | 66         | 318             | 2   | 0.9   |
| BOMBARDIER BD700 1A10                | 89              | -           | 14            | -     | 111            | -     | 57         | 378        | 1,154           | 1   | 2.2   |
| CESSNA 525 NO MASTER SERIES ASSIGNED | 8               | -           | 11            | -     | 12             | -     | -          | 21         | 46              | 3   | 0.1   |



|   | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers | Seat-Km    |                 | Aircraft in Service at Qrt Ended Dec 2020 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2020 |
|---|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
|   | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo | Uplifted   | Used (000) | Available (000) |   |   |
| CATREUS AOC LTD                                 |                 |             |               |       |                |       |            |            |                 |   |   |
| CESSNA 560 NO MASTER SERIES ASSIGNED            | 49              | -           | 38            | -     | 75             | -     | -          | 142        | 440             | 3   | 0.6   |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED        | 6               | -           | 6             | -     | 9              | -     | -          | 14         | 41              | 2   | 0.2   |
| Total   | 183             | -           | 87            | -     | 251            | -     | 94         | 621        | 1,999           | 11  | 0.6   |
| CONCIERGE U LTD                                 |                 |             |               |       |                |       |            |            |                 |   |   |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED    | 30              | -           | 5             | -     | 37             | -     | 24         | 132        | 413             | 3   | 0.3   |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED | -               | -           | -             | -     | -              | -     | -          | -          | -               | 1   | -   |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED         | 8               | -           | 1             | -     | 10             | -     | 2          | 16         | 113             | 1   | 0.3   |
| Total   | 38              | -           | 6             | -     | 47             | -     | 26         | 148        | 526             | 5   | 0.2   |
| DHL AIR LTD                                     |                 |             |               |       |                |       |            |            |                 |   |   |
| BOEING 757 200                                  | -               | 1,202       | -             | 1,440 | -              | 2,306 | -          | -          | -               | 23  | 3.2   |
| BOEING 767 300F                                 | -               | 745         | -             | 249   | -              | 1,073 | -          | -          | -               | 3   | 11.3  |
| Total   | -               | 1,948       | -             | 1,689 | -              | 3,379 | -          | -          | -               | 26  | 4.1   |
| EASTERN AIRWAYS                                 |                 |             |               |       |                |       |            |            |                 |   |   |
| ATR ATR72 200                                   | 16              | -           | 40            | -     | 41             | -     | 778        | 345        | 1,171           | 2   | 1.0   |
| BAE JETSTREAM 4100 4100                         | 24              | -           | 86            | -     | 72             | -     | 1,085      | 404        | 707             | 13  | 0.4   |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED        | 19              | -           | 69            | -     | 38             | -     | 1,053      | 432        | 947             | 2   | 0.6   |
| EMBRAER ERJ170 100                              | 7               | -           | 17            | -     | 14             | -     | 548        | 224        | 500             | 1   | 0.5   |
| SAAB 2000 NO MASTER SERIES ASSIGNED             | -               | -           | -             | -     | -              | -     | -          | -          | -               | 1   | 0.1   |
| Total   | 66              | -           | 212           | -     | 165            | -     | 3,464      | 1,405      | 3,325           | 19  | 0.4   |
| EASYJET UK LTD                                  |                 |             |               |       |                |       |            |            |                 |   |   |
| AIRBUS A319 100                                 | 718             | -           | 949           | -     | 1,418          | -     | 61,839     | 46,845     | 111,930         | 81  | 0.4   |
| AIRBUS A320 200                                 | 1,228           | -           | 927           | -     | 2,055          | -     | 55,093     | 69,615     | 220,976         | 64  | 1.2   |



|  | Aircraft-Km     |             | Stage Flights |          | Aircraft Hours |          | Passengers     | Seat-Km        |                 | Aircraft in Service at Qrt Ended Dec 2020 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2020 |
|--|-----------------|-------------|---------------|----------|----------------|----------|----------------|----------------|-----------------|---|---|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo    | Passenger      | Cargo    | Uplifted       | Used (000)     | Available (000) |   |   |
| <b>EASYJET UK LTD</b>                          |                 |             |               |          |                |          |                |                |                 |   |   |
| AIRBUS A320 200N                               | 2,531           | -           | 1,565         | -        | 4,070          | -        | 113,013        | 175,238        | 455,504         | 37  | 4.0   |
| AIRBUS A321 200N                               | 533             | -           | 221           | -        | 792            | -        | 18,681         | 45,711         | 125,246         | 10  | 3.8   |
| <b>Total</b>                                   | <b>5,009</b>    | <b>-</b>    | <b>3,662</b>  | <b>-</b> | <b>8,335</b>   | <b>-</b> | <b>248,626</b> | <b>337,409</b> | <b>913,656</b>  | <b>192</b>                                | <b>1.5</b>  |
| <b>EXECUJET EUROPE</b>                         |                 |             |               |          |                |          |                |                |                 |   |   |
| BOMBARDIER BD700 1A10                          | -               | -           | -             | -        | -              | -        | -              | -              | -               | -   | 0.8   |
| BOMBARDIER BD700 1A11                          | -               | -           | -             | -        | -              | -        | -              | -              | -               | -   | -   |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED   | -               | -           | -             | -        | -              | -        | -              | -              | -               | 2   | -   |
| <b>Total</b>                                   | <b>-</b>        | <b>-</b>    | <b>-</b>      | <b>-</b> | <b>-</b>       | <b>-</b> | <b>-</b>       | <b>-</b>       | <b>-</b>        | <b>2</b>                                  | <b>0.2</b>  |
| <b>EXECUTIVE JET CHARTER LTD</b>               |                 |             |               |          |                |          |                |                |                 |   |   |
| AGUSTA AW139 NO MASTER SERIES ASSIGNED         | -               | -           | -             | -        | -              | -        | -              | -              | -               | 2   | -   |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | -               | -           | -             | -        | -              | -        | -              | -              | -               | 1   | -   |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED   | 17              | -           | 2             | -        | 21             | -        | 6              | 51             | 239             | 1   | 0.4   |
| EUROCOPTER AS365 NO MASTER SERIES ASSIGNED     | -               | -           | -             | -        | -              | -        | -              | -              | -               | -   | -   |
| GULFSTREAM GIV NO MASTER SERIES ASSIGNED       | -               | -           | -             | -        | -              | -        | -              | -              | -               | 1   | -   |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED       | 27              | -           | 14            | -        | 34             | -        | 34             | 58             | 328             | 2   | 0.5   |
| <b>Total</b>                                   | <b>44</b>       | <b>-</b>    | <b>16</b>     | <b>-</b> | <b>55</b>      | <b>-</b> | <b>40</b>      | <b>109</b>     | <b>567</b>      | <b>7</b>                                  | <b>0.2</b>  |
| <b>GAMA AVIATION (UK) LTD</b>                  |                 |             |               |          |                |          |                |                |                 |   |   |
| AIRBUS HELICOPTERS BK117 C                     | -               | -           | -             | -        | -              | -        | -              | -              | -               | 3   | -   |
| BEECH 200 NO MASTER SERIES ASSIGNED            | -               | -           | -             | -        | -              | -        | -              | -              | -               | 7   | -   |
| BOMBARDIER BD700 1A10                          | -               | -           | -             | -        | -              | -        | -              | -              | -               | -   | -   |
| CANADAIR CL600 2B16 600                        | 25              | -           | 8             | -        | 34             | -        | 21             | 68             | 245             | 5   | 0.1   |



|  | Aircraft-Km     |             | Stage Flights |           | Aircraft Hours |            | Passengers    | Seat-Km        |                 | Aircraft in Service at Qrt Ended Dec 2020 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2020 |
|--|-----------------|-------------|---------------|-----------|----------------|------------|---------------|----------------|-----------------|---|---|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo     | Passenger      | Cargo      | Uplifted      | Used (000)     | Available (000) |   |   |
| <b>GAMA AVIATION (UK) LTD</b>                  |                 |             |               |           |                |            |               |                |                 |   |   |
| CESSNA 510 NO MASTER SERIES ASSIGNED           | -               | -           | -             | -         | -              | -          | -             | -              | -               | 1   | -   |
| CESSNA 560 NO MASTER SERIES ASSIGNED           | -               | -           | -             | -         | -              | -          | -             | -              | -               | 3   | -   |
| HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED    | -               | -           | -             | -         | -              | -          | -             | -              | -               | 1   | -   |
| <b>Total</b>                                   | <b>25</b>       | <b>-</b>    | <b>8</b>      | <b>-</b>  | <b>34</b>      | <b>-</b>   | <b>21</b>     | <b>68</b>      | <b>245</b>      | <b>20</b>                                 | <b>-</b>  |
| <b>JET2.COM LTD</b>                            |                 |             |               |           |                |            |               |                |                 |   |   |
| AIRBUS A321 200                                | 67              | -           | 22            | -         | 100            | -          | 2,201         | 6,688          | 14,667          | 1   | 3.9   |
| BOEING 737 300                                 | -               | -           | -             | -         | -              | -          | -             | -              | -               | 7   | -   |
| BOEING 737 800                                 | 1,776           | -           | 670           | -         | 2,698          | -          | 47,041        | 140,861        | 335,605         | 74  | 1.7   |
| BOEING 757 200                                 | -               | -           | -             | -         | -              | -          | -             | -              | -               | 8   | 0.1   |
| <b>Total</b>                                   | <b>1,842</b>    | <b>-</b>    | <b>692</b>    | <b>-</b>  | <b>2,797</b>   | <b>-</b>   | <b>49,242</b> | <b>147,549</b> | <b>350,272</b>  | <b>90</b>                                 | <b>1.6</b>  |
| <b>JOTA AVIATION LTD</b>                       |                 |             |               |           |                |            |               |                |                 |   |   |
| BAE AVRO146RJ 100                              | 5               | -           | 16            | -         | 11             | -          | 651           | 209            | 462             | 1   | 0.3   |
| BAE AVRO146RJ 85                               | 5               | -           | 11            | -         | 10             | -          | 440           | 223            | 491             | 1   | 0.2   |
| BAE BAE146 300                                 | -               | 90          | -             | 83        | -              | 139        | -             | -              | -               | 3   | 1.5   |
| <b>Total</b>                                   | <b>10</b>       | <b>90</b>   | <b>27</b>     | <b>83</b> | <b>21</b>      | <b>139</b> | <b>1,091</b>  | <b>432</b>     | <b>953</b>      | <b>5</b>                                  | <b>1.0</b>  |
| <b>LOGANAIR LTD</b>                            |                 |             |               |           |                |            |               |                |                 |   |   |
| ATR ATR42 500                                  | 70              | 28          | 229           | 101       | 224            | 99         | 2,489         | 804            | 3,356           | 4   | 2.9   |
| ATR ATR72 200                                  | 37              | -           | 121           | -         | 125            | -          | 1,891         | 650            | 2,610           | 3   | 1.3   |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 13              | -           | 387           | -         | 97             | -          | 1,105         | 49             | 107             | 2   | 1.7   |
| DE HAVILLAND DHC6 400                          | 32              | -           | 209           | -         | 178            | -          | 657           | 106            | 606             | 3   | 2.2   |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED       | 23              | -           | 58            | -         | 61             | -          | 575           | 289            | 848             | 4   | 1.1   |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED       | 175             | -           | 491           | -         | 478            | -          | 6,673         | 2,830          | 8,581           | 13  | 1.5   |

Table 8.2



|  | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers | Seat-Km    |                 | Aircraft in Service at Qrt Ended Dec 2020 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2020 |
|--|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo | Uplifted   | Used (000) | Available (000) |   |   |
| LOGANAIR LTD                                   |                 |             |               |       |                |       |            |            |                 |   |   |
| SAAB 340 NO MASTER SERIES ASSIGNED             | 139             | -           | 545           | -     | 480            | -     | 5,354      | 1,842      | 4,595           | 15  | 1.4   |
| Total  | 490             | 28          | 2,040         | 101   | 1,643          | 99    | 18,744     | 6,570      | 20,703          | 44  | 1.6   |
| LONDON EXECUTIVE AVIATION LTD                  |                 |             |               |       |                |       |            |            |                 |   |   |
| BOMBARDIER BD700 1A10                          | 74              | -           | 20            | -     | 93             | -     | 74         | 309        | 1,057           | 2   | 1.6   |
| BOMBARDIER BD700 1A11                          | 12              | -           | 2             | -     | 16             | -     | 15         | 91         | 160             | 1   | 0.3   |
| CANADAIR CL600 2B16 600                        | -               | -           | -             | -     | -              | -     | -          | -          | -               | 1   | 0.4   |
| CESSNA 550 NO MASTER SERIES ASSIGNED           | 2               | -           | 2             | -     | 3              | -     | -          | 1          | 12              | 1   | 0.1   |
| CESSNA 560 NO MASTER SERIES ASSIGNED           | 27              | -           | 34            | -     | 46             | -     | -          | 80         | 241             | 4   | 0.4   |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | 25              | -           | 11            | -     | 36             | -     | 22         | 65         | 247             | 2   | 0.5   |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED       | 44              | -           | 29            | -     | 65             | -     | 142        | 245        | 571             | 4   | 0.5   |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED       | 4               | -           | 2             | -     | 6              | -     | -          | 15         | 30              | 1   | 0.2   |
| Total  | 187             | -           | 100           | -     | 264            | -     | 253        | 806        | 2,318           | 16  | 0.5   |
| NORWEGIAN AIR UK LTD                           |                 |             |               |       |                |       |            |            |                 |   |   |
| BOEING 787 9                                   | -               | -           | -             | -     | -              | -     | -          | -          | -               | 12  | -   |
| Total  | -               | -           | -             | -     | -              | -     | -          | -          | -               | 12  | -   |
| RVL AVIATION LTD                               |                 |             |               |       |                |       |            |            |                 |   |   |
| BEECH 200 NO MASTER SERIES ASSIGNED            | 7               | 2           | 14            | 2     | 16             | 4     | -          | 15         | 39              | 4   | 0.2   |
| CESSNA 310 NO MASTER SERIES ASSIGNED           | -               | -           | -             | -     | -              | -     | -          | -          | -               | 2   | -   |
| CESSNA 402 NO MASTER SERIES ASSIGNED           | -               | -           | -             | -     | -              | -     | -          | -          | -               | 1   | -   |



|  | Aircraft-Km     |             | Stage Flights |            | Aircraft Hours |            | Passengers   | Seat-Km       |                 | Aircraft in Service at Qrt Ended Dec 2020 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2020 |
|--|-----------------|-------------|---------------|------------|----------------|------------|--------------|---------------|-----------------|---|---|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo      | Passenger      | Cargo      | Uplifted     | Used (000)    | Available (000) |   |   |
| <b>RVL AVIATION LTD</b>                        |                 |             |               |            |                |            |              |               |                 |   |   |
| CESSNA 404 NO MASTER SERIES ASSIGNED           | -               | -           | -             | -          | -              | -          | -            | -             | -               | 2   | -   |
| CESSNA F406 NO MASTER SERIES ASSIGNED          | -               | 21          | 2             | 19         | 2              | 57         | -            | -             | 4               | 6   | 0.3   |
| <b>Total</b>                                   | <b>7</b>        | <b>23</b>   | <b>16</b>     | <b>21</b>  | <b>17</b>      | <b>61</b>  | <b>-</b>     | <b>15</b>     | <b>43</b>       | <b>15</b>                                 | <b>0.2</b>  |
| <b>RYANAIR UK LTD</b>                          |                 |             |               |            |                |            |              |               |                 |   |   |
| BOEING 737 800                                 | 78              | -           | 44            | -          | 122            | -          | -            | 7,563         | 14,780          | 1   | 5.1   |
| <b>Total</b>                                   | <b>78</b>       | <b>-</b>    | <b>44</b>     | <b>-</b>   | <b>122</b>     | <b>-</b>   | <b>-</b>     | <b>7,563</b>  | <b>14,780</b>   | <b>1</b>                                  | <b>5.1</b>  |
| <b>TAG AVIATION (UK) LTD</b>                   |                 |             |               |            |                |            |              |               |                 |   |   |
| BOMBARDIER BD700 1A10                          | -               | -           | -             | -          | -              | -          | -            | -             | -               | 2   | -   |
| BOMBARDIER BD700 1A11                          | -               | -           | -             | -          | -              | -          | -            | -             | -               | 1   | 0.1   |
| CANADAIR CL600 2B16 600                        | 1               | -           | 2             | -          | 2              | -          | 4            | 1             | 8               | 1   | -   |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | -               | -           | -             | -          | -              | -          | -            | -             | -               | 1   | -   |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED   | 7               | -           | 1             | -          | 9              | -          | 7            | 48            | 83              | 1   | 0.2   |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED        | 26              | -           | 8             | -          | 32             | -          | 17           | 56            | 463             | 1   | 1.0   |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED       | -               | -           | -             | -          | -              | -          | -            | -             | -               | 1   | -   |
| <b>Total</b>                                   | <b>34</b>       | <b>-</b>    | <b>11</b>     | <b>-</b>   | <b>43</b>      | <b>-</b>   | <b>28</b>    | <b>105</b>    | <b>554</b>      | <b>8</b>                                  | <b>0.2</b>  |
| <b>TITAN AIRWAYS LTD</b>                       |                 |             |               |            |                |            |              |               |                 |   |   |
| AIRBUS A318 100                                | 19              | -           | 7             | -          | 28             | -          | 59           | 205           | 613             | 1   | 1.3   |
| AIRBUS A320 200                                | 44              | -           | 18            | -          | 63             | -          | 1,031        | 3,357         | 7,850           | 2   | 0.4   |
| AIRBUS A321 200                                | 12              | -           | 4             | -          | 17             | -          | 159          | 435           | 2,630           | 4   | 0.2   |
| AIRBUS A321 200N                               | -               | -           | -             | -          | -              | -          | -            | -             | -               | 1   | -   |
| BOEING 737 400                                 | -               | 198         | -             | 233        | -              | 399        | -            | -             | -               | 2   | 6.5   |
| BOEING 757 200                                 | 80              | -           | 22            | -          | 110            | -          | 871          | 6,034         | 16,176          | 2   | 1.9   |
| <b>Total</b>                                   | <b>155</b>      | <b>198</b>  | <b>51</b>     | <b>233</b> | <b>218</b>     | <b>399</b> | <b>2,120</b> | <b>10,031</b> | <b>27,269</b>   | <b>12</b>                                 | <b>1.8</b>  |

Table 8.2



|   | Aircraft-Km     |              | Stage Flights |            | Aircraft Hours |              | Passengers    | Seat-Km        |                 | Aircraft in Service at Qrt Ended Dec 2020 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2020 |
|---|-----------------|--------------|---------------|------------|----------------|--------------|---------------|----------------|-----------------|---|---|
|   | Passenger (000) | Cargo (000)  | Passenger     | Cargo      | Passenger      | Cargo        | Uplifted      | Used (000)     | Available (000) |   |   |
| <b>TUI AIRWAYS LTD</b>                          |                 |              |               |            |                |              |               |                |                 |   |   |
| BOEING 737 8                                    | -               | -            | -             | -          | -              | -            | -             | -              | -               | 6   | -   |
| BOEING 737 800                                  | 714             | 14           | 280           | 5          | 1,046          | 22           | 17,465        | 50,609         | 134,855         | 27  | 1.6   |
| BOEING 757 200                                  | 3               | -            | 1             | -          | 5              | -            | 141           | 429            | 673             | 4   | 0.7   |
| BOEING 767 300F                                 | 12              | 10           | 8             | 1          | 19             | 13           | 458           | 1,055          | 4,041           | 3   | 1.0   |
| BOEING 787 8                                    | 101             | 69           | 14            | 16         | 125            | 92           | 2,860         | 20,652         | 30,335          | 8   | 0.8   |
| BOEING 787 9                                    | 206             | 353          | 29            | 51         | 255            | 452          | 8,008         | 56,915         | 71,195          | 6   | 2.3   |
| <b>Total</b>                                    | <b>1,036</b>    | <b>446</b>   | <b>332</b>    | <b>73</b>  | <b>1,449</b>   | <b>579</b>   | <b>28,932</b> | <b>129,660</b> | <b>241,099</b>  | <b>54</b>                                 | <b>1.5</b>  |
| <b>VIRGIN ATLANTIC AIRWAYS LTD</b>              |                 |              |               |            |                |              |               |                |                 |   |   |
| AIRBUS A330 200                                 | -               | -            | -             | -          | -              | -            | -             | -              | -               | 2   | -   |
| AIRBUS A330 300                                 | -               | -            | -             | -          | -              | -            | -             | -              | -               | 10  | -   |
| AIRBUS A350 1000                                | 944             | 608          | 152           | 119        | 1,185          | 780          | 18,368        | 109,647        | 316,128         | 7   | 8.3   |
| BOEING 747 400                                  | -               | -            | -             | -          | -              | -            | -             | -              | -               | -   | -   |
| BOEING 787 9                                    | 2,361           | 2,137        | 367           | 351        | 3,001          | 2,741        | 32,108        | 223,168        | 623,194         | 17  | 10.3  |
| <b>Total</b>                                    | <b>3,304</b>    | <b>2,745</b> | <b>519</b>    | <b>470</b> | <b>4,186</b>   | <b>3,522</b> | <b>50,476</b> | <b>332,815</b> | <b>939,322</b>  | <b>36</b>                                 | <b>5.8</b>  |
| <b>VIRGIN ATLANTIC INTERNATIONAL</b>            |                 |              |               |            |                |              |               |                |                 |   |   |
| AIRBUS A330 200                                 | -               | -            | -             | -          | -              | -            | -             | -              | -               | 1   | -   |
| <b>Total</b>                                    | <b>-</b>        | <b>-</b>     | <b>-</b>      | <b>-</b>   | <b>-</b>       | <b>-</b>     | <b>-</b>      | <b>-</b>       | <b>-</b>        | <b>1</b>                                  | <b>-</b>  |
| <b>VOLUXIS LTD</b>                              |                 |              |               |            |                |              |               |                |                 |   |   |
| BOMBARDIER BD700 1A10                           | 32              | -            | 4             | -          | 35             | -            | 23            | 177            | 446             | 1   | 1.0   |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED | 53              | -            | 17            | -          | 67             | -            | 93            | 307            | 790             | 2   | 0.8   |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED        | 2               | -            | 4             | -          | 4              | -            | -             | 8              | 14              | 1   | 0.2   |
| HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED     | 4               | -            | 8             | -          | 8              | -            | -             | 6              | 36              | 4   | 0.3   |
| <b>Total</b>                                    | <b>91</b>       | <b>-</b>     | <b>33</b>     | <b>-</b>   | <b>114</b>     | <b>-</b>     | <b>116</b>    | <b>498</b>     | <b>1,286</b>    | <b>8</b>                                  | <b>0.5</b>  |
| <b>WEST ATLANTIC UK LTD</b>                     |                 |              |               |            |                |              |               |                |                 |   |   |
| ATR ATR72 200                                   | -               | 17           | -             | 79         | -              | 67           | -             | -              | -               | 1   | 2.1   |



Table 8.2



|                      | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |        | Passengers | Seat-Km    |                 | Aircraft in Service at Qrt Ended Dec 2020 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2020 |
|----------------------|-----------------|-------------|---------------|-------|----------------|--------|------------|------------|-----------------|---|---|
|                      | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo  | Uplifted   | Used (000) | Available (000) |   |   |
| WEST ATLANTIC UK LTD |                 |             |               |       |                |        |            |            |                 |   |   |
| BOEING 737 300       | -               | 160         | -             | 242   | -              | 333    | -          | -          | -               | 6   | 1.6   |
| BOEING 737 400       | -               | 157         | -             | 377   | -              | 398    | -          | -          | -               | 7   | 1.9   |
| BOEING 737 800       | -               | 68          | -             | 66    | -              | 117    | -          | -          | -               | 1   | 3.8   |
| Total                | -               | 403         | -             | 764   | -              | 915    | -          | -          | -               | 15  | 1.9   |
| WIZZ AIR UK LTD      |                 |             |               |       |                |        |            |            |                 |   |   |
| AIRBUS A320 200      | 464             | -           | 214           | -     | 711            | -      | 19,120     | 39,411     | 86,305          | 3   | 8.3   |
| AIRBUS A321 200      | 608             | -           | 286           | -     | 932            | -      | 27,640     | 55,571     | 139,253         | 7   | 3.6   |
| Total                | 1,072           | -           | 500           | -     | 1,643          | -      | 46,760     | 94,982     | 225,558         | 10  | 5.0   |
| Grand Total          | 30,332          | 11,744      | 13,444        | 4,342 | 44,364         | 16,615 | 965,322    | 3,119,084  | 6,768,412       | 942                                       | 2.3   |

(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