



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
ACROPOLIS AVIATION LTD											
AIRBUS A319 100	30	-	11	-	39	-	95	306	573	1	1.3
Total	30	-	11	-	39	-	95	306	573	1	1.3
AIRTANKER SERVICES LTD											
AIRBUS A330-200	658	-	113	-	854	-	9,409	157,799	203,367	3	25.4
Total	658	-	113	-	854	-	9,409	157,799	203,367	3	25.4
ATLANTIC AIRLINES LTD											
BAE ATP NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	0.7
BOEING 737-300	-	111	-	258	-	266	-	-	-	6	1.5
BOEING 737-400	-	149	-	306	-	355	-	-	-	4	2.8
Total	-	259	-	564	-	621	-	-	-	10	1.8
AURIGNY AIR SERVICES											
ATR ATR42 500	41	-	114	-	144	-	3,833	1,421	1,961	1	4.1
ATR ATR72 200	162	-	479	-	592	-	25,703	8,758	11,392	3	5.2
BRITTEN NORMAN BN2A III	35	-	401	-	230	-	4,174	368	522	3	1.6
DORNIER 228 200	33	-	338	-	168	-	3,628	367	596	3	1.2
EMBRAER ERJ190 200	65	-	240	-	232	-	23,992	6,436	7,896	1	7.1
Total	335	-	1,572	-	1,366	-	61,330	17,350	22,367	11	3.2
BA CITYFLYER LTD											
EMBRAER ERJ170 100	628	-	842	-	1,291	-	47,143	35,428	47,727	6	6.5
EMBRAER ERJ190 200	2,073	-	1,987	-	3,735	-	147,152	159,726	203,149	13	7.6
Total	2,701	-	2,829	-	5,026	-	194,295	195,154	250,876	19	7.2
BAE SYSTEMS (CORP AIR TVL) LTD											
BAE BAE146 200	1	-	4	-	3	-	86	26	86	2	0.7



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
BAE SYSTEMS (CORP AIR TVL) LTD											
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	9	-	30	-	21	-	659	204	455	1	0.7
Total	11	-	34	-	24	-	745	230	541	3	0.7
BLUE ISLANDS LIMITED											
ATR ATR42 300	68	-	508	-	291	-	14,370	2,143	3,125	3	3.0
ATR ATR42 500	50	-	203	-	189	-	6,159	1,619	2,410	1	4.6
ATR ATR72 200	59	-	309	-	227	-	15,335	2,939	3,729	1	5.1
Total	177	-	1,020	-	707	-	35,864	6,701	9,264	5	3.7
BMI REGIONAL											
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	355	-	604	-	768	-	10,499	6,322	13,150	4	5.4
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	1,302	-	1,903	-	2,669	-	27,853	34,710	63,817	14	6.0
Total	1,658	-	2,507	-	3,436	-	38,352	41,032	76,967	18	5.9
BRITISH AIRWAYS PLC											
AIRBUS A318 100	268	-	72	-	372	-	953	5,325	8,583	2	11.5
AIRBUS A319 100	5,744	-	7,434	-	12,597	-	811,740	639,438	775,023	44	9.0
AIRBUS A320 200	11,171	-	9,556	-	20,670	-	1,258,276	1,510,313	1,781,616	66	9.5
AIRBUS A321 200	2,887	-	2,195	-	5,177	-	316,302	416,538	506,254	18	9.5
AIRBUS A380 800	4,526	-	527	-	5,587	-	220,189	1,892,576	2,122,660	12	14.4
BOEING 747 400	11,669	-	1,747	-	14,709	-	465,633	3,152,097	3,617,987	39	12.0
BOEING 767-300	1,095	-	731	-	1,907	-	141,183	215,556	270,043	11	8.8
BOEING 777 200	14,704	-	2,461	-	18,901	-	461,400	3,014,588	3,581,246	46	14.3
BOEING 777 300	4,461	-	541	-	5,532	-	127,526	1,140,949	1,324,822	12	15.1
BOEING 787 8	2,736	-	399	-	3,479	-	73,584	504,179	585,610	8	14.5



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
BRITISH AIRWAYS PLC											
BOEING 787 9	4,723	-	677	-	5,950	-	111,419	849,429	1,020,138	9	14.2
Total	63,986	-	26,340	-	94,882	-	3,988,205	13,340,988	15,593,982	267	11.4
CARGOLOGICAIR LTD											
BOEING 747 400	-	85	-	45	-	131	-	-	-	1	7.9
BOEING 747 8	-	127	-	40	-	183	-	-	-	-	-
Total	-	212	-	85	-	314	-	-	-	1	7.9
CELLO AVIATION LTD											
BAE BAE146 200	9	-	12	-	20	-	350	238	416	1	0.5
BOEING 737-300	12	-	13	-	26	-	613	646	768	1	-
BOEING 737-400	230	-	161	-	389	-	-	33,711	37,921	1	7.7
Total	251	-	186	-	435	-	963	34,595	39,105	3	2.7
DHL AIR LTD											
BOEING 757-200	-	1,011	-	1,205	-	1,916	-	-	-	20	3.1
BOEING 767-300	-	937	-	241	-	1,241	-	-	-	4	12.0
Total	-	1,948	-	1,446	-	3,157	-	-	-	24	4.6
EASTERN AIRWAYS											
BAE JETSTREAM 4100 4100	183	-	575	-	592	-	7,510	2,525	5,310	17	2.7
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	57	-	100	-	121	-	1,960	1,414	2,869	3	2.8
EMBRAER ERJ170 100	69	-	148	-	169	-	-	3,252	5,088	1	-
SAAB 2000 NO MASTER SERIES ASSIGNED	360	-	896	-	1,000	-	12,572	10,724	18,021	9	5.4
Total	670	-	1,719	-	1,882	-	22,042	17,915	31,288	30	3.6



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
EASYJET AIRLINE COMPANY LTD											
AIRBUS A319 100	26,574	-	25,553	-	47,689	-	3,668,112	3,848,327	4,145,610	134	10.7
AIRBUS A320 200	23,176	-	16,941	-	38,622	-	2,811,023	3,897,863	4,171,735	97	11.8
Total	49,751	-	42,494	-	86,311	-	6,479,135	7,746,190	8,317,345	231	11.1
EXECUTIVE JET CHARTER LTD											
AEROSPATIALE AS365 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	2	-
CESSNA 525 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	1	-	1	-	1	-	4	4	8	2	0.1
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	6	-	5	-	9	-	16	19	60	1	0.3
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	15	-	7	-	19	-	20	40	112	2	0.3
Total	22	-	13	-	29	-	40	63	180	8	0.2
FLYBE LTD											
ATR ATR72 200	312	-	899	-	960	-	-	14,140	21,806	5	6.2
DE HAVILLAND DHC8 400	4,522	-	10,225	-	12,672	-	568,760	260,484	352,691	51	7.5
EMBRAER ERJ170 100	-	-	-	-	-	-	-	-	-	11	6.3
EMBRAER ERJ170 200	1,332	-	1,897	-	2,847	-	122,777	89,377	117,235	-	-
EMBRAER ERJ190 200	1,225	-	1,590	-	2,531	-	137,706	111,610	144,498	9	8.5
Total	7,390	-	14,611	-	19,010	-	829,243	475,611	636,230	76	7.3
GAMA AVIATION (UK) LTD											
BEECH 200 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	4	-
BEECH 300 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
GAMA AVIATION (UK) LTD											
BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	4	-
CANADAIR CL600 2B16 600	4	-	6	-	7	-	34	16	46	1	0.2
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	2	-	2	-	3	-	10	11	22	-	-
GULFSTREAM GV NO MASTER SERIES ASSIGNED	1	-	1	-	2	-	8	8	14	5	0.3
LEARJET 45 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
RAYTHEON HAWKER 1000	-	-	-	-	-	-	-	-	-	1	-
RAYTHEON HAWKER 800	-	-	-	-	-	-	-	-	-	1	-
Total	8	-	9	-	12	-	52	35	82	20	-
JET2.COM LTD											
BOEING 737-300	4,510	105	2,598	264	7,396	267	361,322	633,637	667,424	27	6.5
BOEING 737-800	5,340	-	2,296	-	8,031	-	409,943	959,549	1,009,218	21	9.4
BOEING 757-200	2,231	-	995	-	3,397	-	220,927	497,926	524,324	11	6.1
Total	12,081	105	5,889	264	18,824	267	992,192	2,091,112	2,200,966	59	7.5
JOTA AVIATION LTD											
BAE AVRO146RJ 85	51	-	83	-	123	-	115	3,545	4,884	1	2.2
BAE BAE146 200	1	-	2	-	2	-	-	63	115	1	3.6
BEECH 200 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
BEECH 90 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
Total	53	-	85	-	125	-	115	3,608	4,999	6	1.0
LOGANAIR LTD											
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	17	-	484	-	123	-	1,933	91	137	2	2.1
DE HAVILLAND DHC6 400	48	-	292	-	265	-	3,263	557	745	3	2.9



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
LOGANAIR LTD											
DORNIER 328 NO MASTER SERIES ASSIGNED	130	-	314	-	392	-	5,597	2,350	4,031	4	3.9
SAAB 2000 NO MASTER SERIES ASSIGNED	249	-	662	-	695	-	21,032	8,121	12,448	5	4.9
SAAB 340 NO MASTER SERIES ASSIGNED	482	-	1,770	-	1,700	-	37,402	10,871	16,133	15	3.5
Total	926	-	3,522	-	3,175	-	69,227	21,990	33,494	29	3.6
MONARCH AIRLINES											
AIRBUS A320 200	2,253	-	1,116	-	3,505	-	155,654	316,553	392,085	9	10.9
AIRBUS A321 200	5,841	-	2,966	-	9,259	-	515,326	1,014,617	1,249,966	25	9.1
Total	8,094	-	4,082	-	12,764	-	670,980	1,331,170	1,642,051	34	9.6
NORWEGIAN AIR UK LTD											
BOEING 737-800	231	-	160	-	384	-	-	38,840	43,041	1	11.9
Total	231	-	160	-	384	-	-	38,840	43,041	1	11.9
TAG AVIATION (UK) LTD											
AIRBUS A319 100	-	-	-	-	-	-	-	-	-	1	0.2
BOEING 757-200	25	-	9	-	33	-	561	1,673	2,283	1	1.3
BOMBARDIER BD100 1A10 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.2
BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED	29	-	25	-	37	-	109	130	378	5	0.2
BOMBARDIER CL600 2B19 NO MASTER SERIES ASSIGNED	5	-	10	-	8	-	75	35	65	1	0.1
CANADAIR CL600 2B16 600	96	-	55	-	120	-	177	297	1,263	6	0.6
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	31	-	23	-	35	-	70	111	475	3	0.3
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	2	-
DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED	11	-	10	-	14	-	39	44	131	3	0.2



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
TAG AVIATION (UK) LTD											
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	18	-	16	-	23	-	86	100	233	1	0.7
GULFSTREAM GV NO MASTER SERIES ASSIGNED	28	-	12	-	36	-	53	142	535	2	0.5
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	15	-	2	-	18	-	10	74	292	-	-
LEARJET 60 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
Total	258	-	162	-	323	-	1,180	2,606	5,655	27	0.4
THOMAS COOK AIRLINES LTD											
AIRBUS A321 200	6,242	-	2,525	-	9,115	-	514,518	1,280,247	1,373,256	21	11.3
AIRBUS A330-200	2,501	-	386	-	3,208	-	114,936	750,281	796,376	7	12.2
BOEING 757-300	562	-	222	-	834	-	58,670	148,757	157,442	2	9.8
BOEING 767-300	918	-	347	-	1,335	-	104,912	281,050	299,331	3	10.4
Total	10,224	-	3,480	-	14,491	-	793,036	2,460,335	2,626,405	33	11.3
THOMSON AIRWAYS LTD											
BOEING 737-800	9,533	-	4,319	-	14,277	-	790,112	1,747,218	1,801,660	33	11.4
BOEING 757-200	3,818	-	1,586	-	5,576	-	339,346	820,419	844,318	14	10.9
BOEING 767-300	682	-	283	-	1,017	-	87,491	212,327	223,575	3	6.8
BOEING 787 8	3,521	-	684	-	4,486	-	206,819	1,059,661	1,071,243	9	14.9
BOEING 787 9	436	-	58	-	535	-	19,592	147,235	150,498	1	-
Total	17,990	-	6,930	-	25,890	-	1,443,360	3,986,860	4,091,294	60	11.6
TITAN AIRWAYS LTD											
AIRBUS A320 200	827	-	366	-	1,225	-	-	134,140	148,819	3	8.7
AIRBUS A321 200	216	-	94	-	322	-	-	44,208	45,739	1	7.4
BOEING 737-300	161	70	100	133	265	154	6,373	13,969	20,889	2	4.9
BOEING 757-200	362	-	179	-	547	-	3,154	68,647	76,383	2	5.5



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
TITAN AIRWAYS LTD											
BOEING 767-300	166	-	85	-	259	-	992	26,611	43,905	1	4.4
Total	1,731	70	824	133	2,618	154	10,519	287,575	335,735	9	6.5
TRIAIR (BERMUDA) LTD											
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	24	-	10	-	31	-	48	105	282	1	0.5
Total	24	-	10	-	31	-	48	105	282	1	0.5
VIRGIN ATLANTIC AIRWAYS LTD											
AIRBUS A330-300	3,056	-	487	-	3,948	-	101,663	637,335	812,957	8	12.8
AIRBUS A340-600	2,120	-	350	-	2,759	-	88,843	542,567	653,082	8	12.2
BOEING 747 400	3,147	-	435	-	3,864	-	165,849	1,203,549	1,432,068	8	13.3
BOEING 787 9	5,105	-	660	-	6,338	-	150,700	1,169,465	1,347,695	13	14.8
Total	13,429	-	1,932	-	16,909	-	507,055	3,552,916	4,245,802	37	13.4
VIRGIN ATLANTIC INTERNATIONAL											
AIRBUS A330-300	776	-	151	-	1,009	-	27,088	183,281	206,513	2	16.3
Total	776	-	151	-	1,009	-	27,088	183,281	206,513	2	16.3
Grand Total	193,463	2,594	120,685	2,492	310,555	4,513	16,174,570	35,994,367	40,618,404	1,028	9.2

(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