



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Jul 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
ACROPOLIS AVIATION LTD											
AIRBUS A319 100	67	-	17	-	88	-	79	492	1,273	1	1.3
Total	67	-	17	-	88	-	79	492	1,273	1	1.3
AIRTANKER SERVICES LTD											
AIRBUS A330-200	598	-	94	-	765	-	5,489	142,635	184,605	3	25.4
Total	598	-	94	-	765	-	5,489	142,635	184,605	3	25.4
ATLANTIC AIRLINES LTD											
BAE ATP NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	0.7
BOEING 737-300	-	123	-	283	-	294	-	-	-	6	1.5
BOEING 737-400	-	126	-	274	-	300	-	-	-	4	2.8
Total	-	249	-	557	-	594	-	-	-	10	1.8
AURIGNY AIR SERVICES											
ATR ATR42 500	54	-	151	-	194	-	5,018	1,827	2,569	1	4.1
ATR ATR72 200	153	-	460	-	560	-	24,125	8,034	10,818	3	5.2
BRITTEN NORMAN BN2A III	22	-	268	-	151	-	2,742	242	335	3	1.6
DORNIER 228 200	32	-	355	-	172	-	3,865	365	588	3	1.2
EMBRAER ERJ190 200	58	-	217	-	213	-	20,958	5,562	7,129	1	7.1
Total	320	-	1,451	-	1,290	-	56,708	16,030	21,439	11	3.2
BA CITYFLYER LTD											
EMBRAER ERJ170 100	703	-	907	-	1,432	-	55,241	43,067	53,412	6	6.5
EMBRAER ERJ190 200	2,093	-	1,943	-	3,746	-	152,825	168,965	205,069	13	7.6
Total	2,795	-	2,850	-	5,178	-	208,066	212,032	258,481	19	7.2
BAE SYSTEMS (CORP AIR TVL) LTD											
BAE BAE146 200	11	-	17	-	21	-	575	313	799	2	0.7



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Jul 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 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	12	-	23	-	24	-	657	374	607	1	0.7
Total	24	-	40	-	45	-	1,232	687	1,406	3	0.7
BLUE ISLANDS LIMITED											
ATR ATR42 300	67	-	469	-	278	-	14,792	2,217	3,088	3	3.0
ATR ATR42 500	59	-	229	-	212	-	7,514	1,953	2,813	1	4.6
ATR ATR72 200	50	-	285	-	202	-	13,950	2,517	3,303	1	5.1
Total	176	-	983	-	693	-	36,256	6,687	9,204	5	3.7
BMI REGIONAL											
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	323	-	539	-	697	-	10,282	6,378	11,941	4	5.4
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	1,232	-	1,708	-	2,503	-	35,105	36,872	60,391	14	6.0
Total	1,555	-	2,247	-	3,199	-	45,387	43,250	72,332	18	5.9
BRITISH AIRWAYS PLC											
AIRBUS A318 100	520	-	140	-	738	-	1,837	10,266	16,631	2	11.5
AIRBUS A319 100	5,699	-	7,465	-	12,650	-	849,149	655,777	768,856	44	9.0
AIRBUS A320 200	10,961	-	9,244	-	20,301	-	1,254,968	1,507,010	1,741,851	66	9.5
AIRBUS A321 200	2,970	-	2,224	-	5,340	-	339,310	448,669	522,600	18	9.5
AIRBUS A380 800	4,509	-	526	-	5,568	-	221,048	1,904,062	2,114,859	12	14.4
BOEING 747 400	11,592	-	1,710	-	14,612	-	454,827	3,142,413	3,628,403	39	12.0
BOEING 767-300	1,581	-	809	-	2,551	-	159,503	301,869	360,174	11	8.8
BOEING 777 200	15,199	-	2,521	-	19,544	-	474,511	3,140,550	3,695,928	46	14.3
BOEING 777 300	4,516	-	560	-	5,611	-	136,096	1,189,312	1,341,617	12	15.1
BOEING 787 8	2,887	-	399	-	3,652	-	74,724	543,233	617,899	8	14.5



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Jul 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
BRITISH AIRWAYS PLC											
BOEING 787 9	3,492	-	523	-	4,425	-	83,538	633,330	754,349	9	14.2
Total	63,927	-	26,121	-	94,991	-	4,049,511	13,476,491	15,563,167	267	11.4
CARGOLOGICAIR LTD											
BOEING 747 400	-	190	-	55	-	257	-	-	-	1	7.9
Total	-	190	-	55	-	257	-	-	-	1	7.9
CELLO AVIATION LTD											
BAE BAE146 200	20	-	19	-	41	-	416	469	940	1	0.5
BOEING 737-300	8	-	8	-	15	-	388	364	475	1	-
BOEING 737-400	222	-	153	-	383	-	-	30,886	36,567	1	7.7
Total	250	-	180	-	439	-	804	31,719	37,982	3	2.7
DHL AIR LTD											
BOEING 757-200	-	962	-	1,148	-	1,818	-	-	-	20	3.1
BOEING 767-300	-	1,080	-	290	-	1,446	-	-	-	4	12.0
Total	-	2,042	-	1,438	-	3,264	-	-	-	24	4.6
EASTERN AIRWAYS											
BAE JETSTREAM 4100 4100	196	-	606	-	628	-	8,121	2,761	5,675	17	2.7
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	74	-	119	-	158	-	2,594	2,052	3,695	3	2.8
EMBRAER ERJ170 100	-	-	-	-	-	-	-	-	-	1	-
SAAB 2000 NO MASTER SERIES ASSIGNED	404	-	1,022	-	1,142	-	12,309	12,564	20,215	9	5.4
Total	674	-	1,747	-	1,928	-	23,024	17,377	29,585	30	3.6
EASYJET AIRLINE COMPANY LTD											
AIRBUS A319 100	26,324	-	25,270	-	47,361	-	3,645,169	3,822,211	4,106,584	134	10.7



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Jul 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
EASYJET AIRLINE COMPANY LTD											
AIRBUS A320 200	22,757	-	16,590	-	37,972	-	2,762,532	3,827,301	4,096,268	97	11.8
Total	49,081	-	41,860	-	85,333	-	6,407,701	7,649,512	8,202,852	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	5	-	4	-	8	-	21	31	43	2	0.1
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.3
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	20	-	5	-	23	-	18	35	209	2	0.3
Total	26	-	9	-	31	-	39	66	252	8	0.2
FLYBE LTD											
ATR ATR72 200	256	-	741	-	787	-	-	13,592	17,907	5	6.2
DE HAVILLAND DHC8 400	4,419	-	10,124	-	12,309	-	553,799	255,232	344,665	51	7.5
EMBRAER ERJ170 100	-	-	-	-	-	-	-	-	-	11	6.3
EMBRAER ERJ170 200	1,268	-	1,805	-	2,690	-	117,373	85,538	111,549	-	-
EMBRAER ERJ190 200	1,187	-	1,540	-	2,267	-	127,075	102,846	140,013	9	8.5
Total	7,129	-	14,210	-	18,052	-	798,247	457,208	614,134	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 Jul 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 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	12	-	15	-	19	-	203	165	197	4	-
CANADAIR CL600 2B16 600	11	-	10	-	16	-	53	46	115	1	0.2
GULFSTREAM GV NO MASTER SERIES ASSIGNED	19	-	3	-	25	-	21	130	265	5	0.3
LEARJET 45 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
RAYTHEON HAWKER 1000	-	-	-	-	-	-	-	-	-	1	-
RAYTHEON HAWKER 800	-	-	-	-	-	-	-	-	-	1	-
Total	42	-	28	-	60	-	277	341	577	20	-
JET2.COM LTD											
BOEING 737-300	4,503	104	2,575	262	7,390	270	353,306	624,179	666,496	27	6.5
BOEING 737-800	5,422	-	2,325	-	8,162	-	410,253	960,502	1,024,747	21	9.4
BOEING 757-200	2,281	-	1,024	-	3,482	-	222,555	497,007	536,139	11	6.1
Total	12,207	104	5,924	262	19,034	270	986,114	2,081,688	2,227,382	59	7.5
JOTA AVIATION LTD											
BAE AVRO146RJ 85	25	-	28	-	51	-	1,134	1,696	2,404	1	2.2
BAE BAE146 200	18	-	21	-	39	-	777	1,227	1,709	1	3.6
BEECH 200 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
BEECH 90 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
Total	43	-	49	-	90	-	1,911	2,923	4,113	6	1.0
LOGANAIR LTD											
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	18	-	491	-	127	-	1,925	93	141	2	2.1
DE HAVILLAND DHC6 400	48	-	290	-	265	-	3,075	534	745	3	2.9
DORNIER 328 NO MASTER SERIES ASSIGNED	140	-	345	-	426	-	6,370	2,657	4,354	4	3.9



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Jul 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
LOGANAIR LTD											
SAAB 2000 NO MASTER SERIES ASSIGNED	270	-	709	-	752	-	21,801	8,921	13,513	5	4.9
SAAB 340 NO MASTER SERIES ASSIGNED	469	-	1,725	-	1,652	-	37,707	11,033	15,692	15	3.5
Total	945	-	3,560	-	3,221	-	70,878	23,238	34,445	29	3.6
MONARCH AIRLINES											
AIRBUS A320 200	2,256	-	1,125	-	3,519	-	149,132	301,751	392,530	9	10.9
AIRBUS A321 200	5,825	-	2,974	-	9,299	-	489,573	957,816	1,246,552	25	9.1
Total	8,081	-	4,099	-	12,819	-	638,705	1,259,567	1,639,082	34	9.6
NORWEGIAN AIR UK LTD											
BOEING 737-800	235	-	168	-	389	-	-	38,770	43,636	1	11.9
Total	235	-	168	-	389	-	-	38,770	43,636	1	11.9
TAG AVIATION (UK) LTD											
AIRBUS A319 100	12	-	8	-	15	-	85	105	233	1	0.2
BOEING 757-200	26	-	7	-	31	-	436	1,484	2,377	1	1.3
BOMBARDIER BD100 1A10 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.2
BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED	26	-	25	-	32	-	122	128	338	5	0.2
BOMBARDIER CL600 2B19 NO MASTER SERIES ASSIGNED	11	-	17	-	14	-	125	73	149	1	0.1
CANADAIR CL600 2B16 600	133	-	83	-	170	-	282	496	1,709	6	0.6
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	26	-	23	-	33	-	61	66	414	3	0.3
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	2	-
DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED	11	-	21	-	14	-	72	46	144	3	0.2
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	19	-	26	-	25	-	80	61	242	1	0.7



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Jul 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
TAG AVIATION (UK) LTD											
GULFSTREAM GV NO MASTER SERIES ASSIGNED	37	-	16	-	48	-	72	156	708	2	0.5
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	4	-	3	-	5	-	5	4	67	-	-
LEARJET 60 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
Total	305	-	229	-	386	-	1,340	2,619	6,381	27	0.4
THOMAS COOK AIRLINES LTD											
AIRBUS A321 200	6,296	-	2,556	-	9,213	-	509,459	1,276,518	1,385,077	21	11.3
AIRBUS A330-200	2,463	-	376	-	3,154	-	112,858	741,630	784,002	7	12.2
BOEING 757-300	590	-	233	-	872	-	59,423	150,988	165,145	2	9.8
BOEING 767-300	918	-	344	-	1,343	-	102,077	273,914	299,422	3	10.4
Total	10,267	-	3,509	-	14,581	-	783,817	2,443,050	2,633,646	33	11.3
THOMSON AIRWAYS LTD											
BOEING 737-800	9,458	-	4,284	-	14,179	-	766,555	1,694,401	1,787,561	33	11.4
BOEING 757-200	3,825	-	1,596	-	5,599	-	336,558	808,366	845,865	14	10.9
BOEING 767-300	587	-	244	-	882	-	74,942	180,932	192,513	3	6.8
BOEING 787 8	3,582	-	652	-	4,522	-	193,569	1,064,106	1,088,761	9	14.9
BOEING 787 9	287	-	52	-	361	-	16,346	90,614	98,952	1	-
Total	17,739	-	6,828	-	25,543	-	1,387,970	3,838,419	4,013,652	60	11.6
TITAN AIRWAYS LTD											
AIRBUS A320 200	777	-	347	-	1,140	-	960	132,333	139,779	3	8.7
AIRBUS A321 200	217	-	100	-	330	-	-	43,570	46,067	1	7.4
BOEING 737-300	157	66	104	126	263	146	8,314	13,509	20,361	2	4.9
BOEING 757-200	502	-	217	-	739	-	862	98,178	104,528	2	5.5
BOEING 767-300	132	-	68	-	203	-	3,244	20,306	35,043	1	4.4
Total	1,784	66	836	126	2,675	146	13,380	307,896	345,778	9	6.5



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Jul 2016	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
TRIAIR (BERMUDA) LTD											
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	1	-	2	-	2	-	4	1	9	1	0.5
Total	1	-	2	-	2	-	4	1	9	1	0.5
VIRGIN ATLANTIC AIRWAYS LTD											
AIRBUS A330-300	2,654	-	435	-	3,465	-	89,212	544,581	706,002	8	12.8
AIRBUS A340-600	2,414	-	395	-	3,163	-	96,369	598,516	743,532	8	12.2
BOEING 747 400	2,964	-	408	-	3,633	-	144,090	1,047,757	1,348,588	8	13.3
BOEING 787 9	5,033	-	649	-	6,175	-	144,655	1,135,850	1,328,593	13	14.8
Total	13,065	-	1,887	-	16,436	-	474,326	3,326,704	4,126,715	37	13.4
VIRGIN ATLANTIC INTERNATIONAL											
AIRBUS A330-300	789	-	150	-	1,021	-	27,761	187,691	209,846	2	16.3
Total	789	-	150	-	1,021	-	27,761	187,691	209,846	2	16.3
Grand Total	192,124	2,651	119,078	2,438	308,290	4,531	16,019,026	35,567,093	40,281,974	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