



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jul 2022 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2022 |
|--|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | 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 | 6 | - | 16 | - | 14 | - | - | 14 | 40 | 4 | 0.2 |
| BOEING 737 300 | 20 | - | 21 | - | 31 | - | 672 | 718 | 1,228 | 1 | 0.6 |
| BOEING 737 700 | 24 | - | 24 | - | 37 | - | 1,048 | 1,151 | 1,505 | 1 | 2.0 |
| Total | 50 | - | 61 | - | 81 | - | 1,720 | 1,883 | 2,773 | 6 | 0.4 |
| ACROPOLIS AVIATION LTD | | | | | | | | | | | |
| AIRBUS A320 200N | 25 | - | 8 | - | 31 | - | 86 | 316 | 474 | 1 | 1.9 |
| Total | 25 | - | 8 | - | 31 | - | 86 | 316 | 474 | 1 | 1.9 |
| AER LINGUS (UK) LTD | | | | | | | | | | | |
| AIRBUS A321 200N | 323 | - | 60 | - | 396 | - | 9,700 | 52,156 | 59,362 | 1 | 12.7 |
| AIRBUS A330 300 | 422 | - | 62 | - | 512 | - | 11,589 | 78,909 | 133,824 | 2 | 7.9 |
| Total | 745 | - | 122 | - | 908 | - | 21,289 | 131,065 | 193,186 | 3 | 9.5 |
| AIRTANKER SERVICES LTD | | | | | | | | | | | |
| AIRBUS A330 200 | 818 | - | 287 | - | 1,179 | - | 6,977 | 187,171 | 256,685 | 4 | 5.1 |
| Total | 818 | - | 287 | - | 1,179 | - | 6,977 | 187,171 | 256,685 | 4 | 5.1 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| ATR ATR72 200 | 170 | - | 557 | - | 611 | - | 29,004 | 8,891 | 12,259 | 3 | 5.8 |
| DORNIER 228 200 | 32 | - | 419 | - | 183 | - | 5,680 | 456 | 602 | 2 | 2.6 |
| EMBRAER ERJ190 200 | 65 | - | 211 | - | 201 | - | 19,988 | 5,935 | 7,880 | 1 | 7.0 |
| Total | 267 | - | 1,187 | - | 995 | - | 54,672 | 15,282 | 20,741 | 6 | 5.0 |
| BA CITYFLYER LTD | | | | | | | | | | | |
| EMBRAER ERJ190 100 | 2,548 | - | 2,773 | - | 4,675 | - | 235,498 | 214,534 | 249,706 | 23 | 5.7 |
| Total | 2,548 | - | 2,773 | - | 4,675 | - | 235,498 | 214,534 | 249,706 | 23 | 5.7 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jul 2022 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2022 |
|--|-----------------|-------------|---------------|-----------|----------------|------------|------------------|------------------|-------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| BAE SYSTEMS (CORP AIR TVL) LTD | | | | | | | | | | | |
| BOEING 737 800 | - | 58 | - | 22 | - | 85 | - | - | - | 1 | 2.6 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 23 | - | 85 | - | 53 | - | 1,163 | 340 | 1,137 | 2 | 0.8 |
| Total | 23 | 58 | 85 | 22 | 53 | 85 | 1,163 | 340 | 1,137 | 3 | 1.4 |
| BLUE ISLANDS LIMITED | | | | | | | | | | | |
| ATR ATR72 200 | 234 | - | 955 | - | 811 | - | 44,073 | 11,140 | 15,904 | 5 | 5.5 |
| Total | 234 | - | 955 | - | 811 | - | 44,073 | 11,140 | 15,904 | 5 | 5.5 |
| BRITISH AIRWAYS PLC | | | | | | | | | | | |
| AIRBUS A319 100 | 1,640 | 8 | 2,291 | 8 | 3,593 | 14 | 273,860 | 196,478 | 220,794 | 30 | 6.1 |
| AIRBUS A320 200 | 9,117 | 12 | 6,789 | 12 | 15,859 | 22 | 966,203 | 1,273,922 | 1,522,308 | 67 | 7.6 |
| AIRBUS A320 200N | 3,020 | 2 | 1,769 | 4 | 4,925 | 5 | 249,880 | 421,130 | 501,577 | 17 | 9.2 |
| AIRBUS A321 200 | 534 | - | 444 | - | 959 | - | 73,190 | 87,015 | 107,413 | 18 | 1.7 |
| AIRBUS A321 200N | 1,756 | - | 990 | - | 2,845 | - | 172,837 | 306,675 | 357,372 | 10 | 8.6 |
| AIRBUS A350 1000 | 3,488 | 18 | 464 | 3 | 4,249 | 24 | 127,185 | 1,006,962 | 1,154,429 | 12 | 11.4 |
| AIRBUS A380 800 | 2,868 | - | 413 | - | 3,574 | - | 161,695 | 1,124,662 | 1,344,915 | 12 | 7.6 |
| BOEING 777 200 | 10,691 | 25 | 1,781 | 20 | 13,675 | 46 | 391,802 | 2,596,436 | 2,997,824 | 43 | 11.5 |
| BOEING 777 300ER | 4,224 | - | 662 | - | 5,349 | - | 156,959 | 998,253 | 1,159,338 | 16 | 12.1 |
| BOEING 787 10 | 536 | - | 81 | - | 672 | - | 16,359 | 108,197 | 137,170 | 2 | 12.4 |
| BOEING 787 8 | 3,585 | 75 | 515 | 8 | 4,552 | 107 | 93,963 | 654,566 | 767,459 | 12 | 10.0 |
| BOEING 787 9 | 5,346 | 415 | 747 | 43 | 6,708 | 593 | 130,859 | 986,295 | 1,154,745 | 18 | 11.2 |
| Total | 46,805 | 556 | 16,946 | 98 | 66,959 | 810 | 2,814,792 | 9,760,591 | 11,425,344 | 257 | 9.1 |
| CATREUS AOC LTD | | | | | | | | | | | |
| BOMBARDIER BD100 1A10 | 46 | - | 41 | - | 68 | - | 209 | 232 | 411 | 2 | 1.0 |
| BOMBARDIER BD700 1A10 | 46 | - | 11 | - | 58 | - | 76 | 295 | 599 | 2 | 1.1 |
| CESSNA 525 NO MASTER SERIES ASSIGNED | 17 | - | 18 | - | 31 | - | - | 60 | 116 | 4 | 0.2 |
| CESSNA 560 NO MASTER SERIES ASSIGNED | 27 | - | 28 | - | 43 | - | - | 109 | 215 | 1 | 2.0 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jul 2022 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2022 |
|--|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| CATREUS AOC LTD | | | | | | | | | | | |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED | 8 | - | 8 | - | 12 | - | - | 15 | 58 | 1 | - |
| Total | 144 | - | 106 | - | 212 | - | 285 | 711 | 1,399 | 10 | 0.8 |
| CONCIERGE U LTD | | | | | | | | | | | |
| BOMBARDIER BD700 1A10 | 48 | - | 11 | - | 58 | - | 51 | 258 | 667 | 1 | 0.4 |
| BOMBARDIER BD700 1A11 | 25 | - | 7 | - | 30 | - | 37 | 152 | 349 | 2 | 0.7 |
| BOMBARDIER BD700 2A12 | 1 | - | 1 | - | 2 | - | 2 | 2 | 17 | 1 | - |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 42 | - | 12 | - | 52 | - | 51 | 138 | 589 | 3 | 0.4 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 47 | - | 15 | - | 63 | - | 65 | 226 | 658 | 1 | 1.1 |
| Total | 163 | - | 46 | - | 206 | - | 206 | 776 | 2,280 | 8 | 0.5 |
| DHL AIR LTD | | | | | | | | | | | |
| BOEING 757 200 | - | 232 | - | 253 | - | 432 | - | - | - | 5 | 2.7 |
| BOEING 767 300F | - | 1,599 | - | 488 | - | 2,239 | - | - | - | 8 | 10.5 |
| BOEING 777 F | - | 762 | - | 128 | - | 944 | - | - | - | 2 | 13.9 |
| Total | - | 2,593 | - | 869 | - | 3,615 | - | - | - | 15 | 7.8 |
| EASTERN AIRWAYS | | | | | | | | | | | |
| ATR ATR72 200 | 142 | - | 321 | - | 377 | - | 14,481 | 7,031 | 10,483 | 3 | 3.1 |
| BAE JETSTREAM 4100 4100 | 47 | - | 211 | - | 131 | - | 2,385 | 642 | 1,349 | 13 | 0.7 |
| EMBRAER ERJ190 100 | 128 | - | 87 | - | 185 | - | 1,089 | 9,943 | 13,580 | 1 | 1.1 |
| Total | 316 | - | 619 | - | 693 | - | 17,955 | 17,616 | 25,412 | 17 | 1.3 |
| EASYJET UK LTD | | | | | | | | | | | |
| AIRBUS A319 100 | 10,102 | - | 8,762 | - | 18,195 | - | 1,178,072 | 1,373,877 | 1,575,987 | 56 | 8.8 |
| AIRBUS A320 200 | 12,136 | - | 8,749 | - | 20,351 | - | 1,398,379 | 1,971,583 | 2,196,553 | 61 | 10.7 |
| AIRBUS A320 200N | 7,825 | - | 4,317 | - | 12,355 | - | 698,658 | 1,295,888 | 1,418,234 | 33 | 11.9 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jul 2022 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2022 |
|--|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| EASYJET UK LTD | | | | | | | | | | | |
| AIRBUS A321 200N | 2,649 | - | 1,131 | - | 3,997 | - | 230,669 | 544,373 | 622,495 | 10 | 12.7 |
| Total | 32,712 | - | 22,959 | - | 54,898 | - | 3,505,778 | 5,185,721 | 5,813,269 | 160 | 10.4 |
| EUROPEAN CARGO LTD | | | | | | | | | | | |
| AIRBUS A340 600 | - | 44 | - | 5 | - | 72 | - | - | - | 3 | 0.5 |
| Total | - | 44 | - | 5 | - | 72 | - | - | - | 3 | 0.5 |
| EXECUTIVE JET CHARTER LTD | | | | | | | | | | | |
| AGUSTA AW139 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 3 | - |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 8 | - | 6 | - | 11 | - | 21 | 28 | 113 | 1 | - |
| GULFSTREAM GIV NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | 0.1 |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | 43 | - | 13 | - | 51 | - | 41 | 108 | 519 | 2 | 0.6 |
| Total | 51 | - | 19 | - | 62 | - | 62 | 136 | 632 | 8 | 0.2 |
| FLYBE LTD | | | | | | | | | | | |
| DE HAVILLAND DHC8 400 | 329 | - | 812 | - | 730 | - | 34,873 | 14,782 | 25,666 | 4 | 4.5 |
| Total | 329 | - | 812 | - | 730 | - | 34,873 | 14,782 | 25,666 | 4 | 4.5 |
| GAMA AVIATION (UK) LTD | | | | | | | | | | | |
| AIRBUS HELICOPTERS MBB BK117 C | - | - | - | - | - | - | - | - | - | 3 | - |
| BEECH 200 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 7 | - |
| BOMBARDIER BD700 1A10 | 48 | - | 18 | - | 62 | - | 71 | 211 | 578 | 1 | 0.5 |
| CANADAIR CL600 2B16 600 | 12 | - | 14 | - | 19 | - | 61 | 48 | 149 | 4 | 0.3 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jul 2022 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2022 |
|--|-----------------|-------------|---------------|------------|----------------|------------|------------------|------------------|------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| GAMA AVIATION (UK) LTD | | | | | | | | | | | |
| CESSNA 510 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| GULFSTREAM GULFSTREAM G280 NO MASTER SERIES ASSIGNED | 7 | - | 6 | - | 11 | - | 12 | 15 | 64 | 1 | 0.5 |
| Total | 68 | - | 38 | - | 92 | - | 144 | 274 | 791 | 17 | 0.1 |
| JET2.COM LTD | | | | | | | | | | | |
| AIRBUS A321 200 | 857 | - | 348 | - | 1,282 | - | 68,750 | 169,494 | 188,625 | 3 | 11.7 |
| BOEING 737 300 | 1,247 | - | 780 | - | 2,034 | - | 102,845 | 163,983 | 184,566 | 7 | 6.9 |
| BOEING 737 800 | 21,434 | - | 9,007 | - | 31,810 | - | 1,536,950 | 3,674,124 | 4,050,973 | 77 | 11.0 |
| BOEING 757 200 | 1,869 | - | 785 | - | 2,805 | - | 165,743 | 398,469 | 439,131 | 8 | 6.6 |
| Total | 25,407 | - | 10,920 | - | 37,931 | - | 1,874,288 | 4,406,070 | 4,863,295 | 95 | 10.4 |
| LOGANAIR LTD | | | | | | | | | | | |
| ATR ATR42 500 | 302 | - | 784 | - | 942 | - | 15,695 | 6,453 | 14,515 | 6 | 4.1 |
| ATR ATR72 200 | 189 | 35 | 633 | 100 | 663 | 116 | 19,515 | 5,884 | 13,573 | 6 | 4.0 |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 18 | - | 494 | - | 123 | - | 1,922 | 87 | 141 | 2 | 2.0 |
| DE HAVILLAND DHC6 400 | 57 | - | 325 | - | 305 | - | 3,184 | 575 | 1,079 | 3 | 3.1 |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 89 | - | 158 | - | 197 | - | 4,697 | 2,785 | 3,287 | 3 | 1.9 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 969 | - | 1,946 | - | 2,317 | - | 68,682 | 34,721 | 47,456 | 13 | 5.7 |
| SAAB 340 NO MASTER SERIES ASSIGNED | 235 | 1 | 964 | 1 | 829 | 2 | 18,176 | 5,003 | 7,740 | 13 | 2.1 |
| Total | 1,857 | 36 | 5,304 | 101 | 5,376 | 117 | 131,871 | 55,508 | 87,791 | 46 | 3.7 |
| LONDON EXECUTIVE AVIATION LTD | | | | | | | | | | | |
| BOMBARDIER BD700 1A10 | 84 | - | 51 | - | 111 | - | 181 | 326 | 1,168 | 2 | 1.9 |
| BOMBARDIER BD700 2A12 | - | - | - | - | - | - | - | - | - | - | 1.7 |
| CANADAIR CL600 2B16 600 | 4 | - | 4 | - | 7 | - | 15 | 14 | 50 | 2 | 0.5 |
| CESSNA 560 NO MASTER SERIES ASSIGNED | 47 | - | 46 | - | 78 | - | - | 169 | 421 | 3 | 0.7 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jul 2022 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2022 |
|--|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| LONDON EXECUTIVE AVIATION LTD | | | | | | | | | | | |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | 16 | - | 10 | - | 22 | - | 43 | 88 | 155 | 2 | 0.8 |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | - | 0.6 |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 52 | - | 43 | - | 78 | - | 273 | 363 | 671 | 3 | 1.1 |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED | 15 | - | 14 | - | 24 | - | - | 52 | 116 | 1 | 0.3 |
| GULFSTREAM GVII NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | 1.0 |
| Total | 217 | - | 168 | - | 320 | - | 512 | 1,012 | 2,581 | 14 | 1.0 |
| PEN-AVIA LTD | | | | | | | | | | | |
| GULFSTREAM GIV NO MASTER SERIES ASSIGNED | 7 | - | 11 | - | 14 | - | 74 | 48 | 92 | 1 | 0.4 |
| GULFSTREAM GVII NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | 0.1 |
| Total | 7 | - | 11 | - | 14 | - | 74 | 48 | 92 | 2 | 0.3 |
| RVL AVIATION LTD | | | | | | | | | | | |
| BEECH 200 NO MASTER SERIES ASSIGNED | 38 | - | 86 | - | 98 | - | - | 110 | 265 | 5 | 0.4 |
| CESSNA 404 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA F406 NO MASTER SERIES ASSIGNED | - | 4 | - | 6 | - | 11 | - | - | - | 6 | 0.1 |
| SAAB 340 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| Total | 38 | 4 | 86 | 6 | 98 | 11 | - | 110 | 265 | 14 | 0.2 |
| RYANAIR UK LTD | | | | | | | | | | | |
| BOEING 737 800 | 1,800 | - | 1,136 | - | 2,880 | - | 181,976 | 291,072 | 340,236 | 8 | 11.1 |
| Total | 1,800 | - | 1,136 | - | 2,880 | - | 181,976 | 291,072 | 340,236 | 8 | 11.1 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jul 2022 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2022 |
|--|-----------------|-------------|---------------|------------|----------------|------------|------------------|------------------|------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| BOMBARDIER BD700 1A10 | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER BD700 1A11 | 23 | - | 13 | - | 31 | - | 44 | 65 | 324 | 1 | 1.0 |
| CANADAIR CL600 2B16 600 | 8 | - | 2 | - | 10 | - | 20 | 80 | 80 | 1 | 0.4 |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 3 | - | 3 | - | 5 | - | 3 | 2 | 30 | - | - |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 6 | - | 1 | - | 7 | - | 3 | 18 | 112 | 1 | - |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 40 | - | 19 | - | 54 | - | 70 | 165 | 546 | 5 | 0.3 |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320 200 | 426 | - | 191 | - | 642 | - | 152 | 71,713 | 76,733 | 2 | 8.6 |
| AIRBUS A321 200 | 644 | - | 303 | - | 978 | - | 3,036 | 124,665 | 141,151 | 4 | 5.8 |
| AIRBUS A321 200N | 42 | - | 13 | - | 59 | - | 198 | 805 | 4,483 | 2 | 1.1 |
| AIRBUS A330 300 | - | 238 | - | 65 | - | 356 | - | - | - | 1 | 13.1 |
| BOEING 737 400 | - | 46 | - | 86 | - | 98 | - | - | - | 1 | 3.0 |
| BOEING 757 200 | 283 | - | 151 | - | 440 | - | 3,178 | 47,426 | 57,214 | 2 | 4.1 |
| Total | 1,396 | 284 | 658 | 151 | 2,119 | 454 | 6,564 | 244,609 | 279,581 | 12 | 5.6 |
| TUI AIRWAYS LTD | | | | | | | | | | | |
| BOEING 737 8 | 5,303 | - | 2,129 | - | 7,766 | - | 359,405 | 903,491 | 1,002,331 | 18 | 12.3 |
| BOEING 737 800 | 9,520 | - | 4,006 | - | 14,043 | - | 669,339 | 1,604,882 | 1,799,276 | 34 | 10.7 |
| BOEING 767 300F | 569 | - | 205 | - | 811 | - | 55,520 | 156,811 | 186,707 | 2 | 9.5 |
| BOEING 787 8 | 2,995 | - | 641 | - | 3,791 | - | 179,183 | 847,110 | 912,578 | 8 | 12.5 |
| BOEING 787 9 | 1,983 | - | 301 | - | 2,433 | - | 95,976 | 642,774 | 684,275 | 5 | 15.1 |
| Total | 20,371 | - | 7,282 | - | 28,843 | - | 1,359,423 | 4,155,068 | 4,585,167 | 67 | 11.7 |
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A330 200 | - | - | - | - | - | - | - | - | - | - | - |
| AIRBUS A330 300 | 2,914 | - | 511 | - | 3,841 | - | 105,527 | 629,997 | 775,013 | 9 | 13.4 |
| AIRBUS A350 1000 | 3,151 | - | 451 | - | 3,902 | - | 128,119 | 898,631 | 1,250,818 | 9 | 14.3 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jul 2022 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jul 2022 |
|---|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| BOEING 787 9 | 6,144 | - | 870 | - | 7,742 | - | 188,964 | 1,368,444 | 1,622,024 | 17 | 15.2 |
| Total | 12,208 | - | 1,832 | - | 15,484 | - | 422,610 | 2,897,072 | 3,647,855 | 35 | 14.3 |
| VIRGIN ATLANTIC INTERNATIONAL | | | | | | | | | | | |
| AIRBUS A330 300 | 363 | - | 72 | - | 474 | - | 11,117 | 74,562 | 96,652 | 1 | 14.3 |
| Total | 363 | - | 72 | - | 474 | - | 11,117 | 74,562 | 96,652 | 1 | 14.3 |
| VOLUXIS LTD | | | | | | | | | | | |
| BOMBARDIER BD700 1A11 | - | - | - | - | - | - | - | - | - | 1 | 1.1 |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED | 8 | - | 8 | - | 14 | - | - | 26 | 74 | 1 | - |
| HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED | 37 | - | 37 | - | 59 | - | - | 149 | 330 | 1 | 0.9 |
| Total | 45 | - | 45 | - | 73 | - | - | 175 | 404 | 3 | 1.0 |
| WEST ATLANTIC UK LTD | | | | | | | | | | | |
| ATR ATR72 200 | - | 54 | - | 194 | - | 190 | - | - | - | 4 | 1.6 |
| BOEING 737 300 | - | 64 | - | 143 | - | 150 | - | - | - | 4 | 1.2 |
| BOEING 737 400 | - | 117 | - | 279 | - | 280 | - | - | - | 6 | 1.6 |
| BOEING 737 800 | - | 23 | - | 54 | - | 55 | - | - | - | 1 | 2.8 |
| Total | - | 259 | - | 670 | - | 675 | - | - | - | 15 | 1.6 |
| WIZZ AIR UK LTD | | | | | | | | | | | |
| AIRBUS A320 200 | 687 | - | 375 | - | 1,073 | - | 58,881 | 107,765 | 127,727 | 3 | 11.9 |
| AIRBUS A321 200 | 1,343 | - | 698 | - | 2,066 | - | 130,544 | 250,244 | 308,970 | 6 | 11.0 |
| AIRBUS A321 200N | 1,795 | - | 828 | - | 2,747 | - | 171,630 | 376,233 | 429,030 | 8 | 10.8 |
| Total | 3,825 | - | 1,901 | - | 5,885 | - | 361,055 | 734,242 | 865,727 | 17 | 11.1 |
| Grand Total | 152,872 | 3,833 | 76,457 | 1,922 | 232,137 | 5,839 | 11,089,133 | 28,402,051 | 32,805,591 | 884 | 8.2 |



(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