

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2025	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2025
	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	1	-	5	-	11	-	-	2	8	3	-
BOEING 737 300	9	-	17	-	16	-	865	457	538	1	0.4
BOEING 737 700	41	-	17	-	59	-	889	2,134	2,568	1	1.2
Total	51	-	39	-	86	-	1,754	2,593	3,114	5	0.3
ACROPOLIS AVIATION LTD											
AIRBUS A320 200N	35	-	7	-	41	-	80	374	655	1	1.2
Total	35	-	7	-	41	-	80	374	655	1	1.2
AER LINGUS (UK) LTD											
AIRBUS A330 300	723	-	118	-	863	-	34,022	207,947	229,276	2	14.0
Total	723	-	118	-	863	-	34,022	207,947	229,276	2	14.0
AIRTANKER SERVICES LTD											
AIRBUS A330 200	698	-	225	-	980	-	3,791	164,931	217,181	4	6.2
Total	698	-	225	-	980	-	3,791	164,931	217,181	4	6.2
ASCEND AIRWAYS LTD											
BOEING 737 8	1,179	-	515	-	1,787	-	875	203,413	222,750	4	9.9
BOEING 737 800	215	-	111	-	344	-	-	38,487	40,567	1	10.1
Total	1,393	-	626	-	2,131	-	875	241,900	263,317	5	10.0
ASL AIRLINES UK LTD											
ATR ATR72 200	-	23	-	59	-	73	-	-	-	1	1.7
BOEING 737 800	-	17	-	45	-	49	-	-	-	1	1.9
Total	-	40	-	104	-	122	-	-	-	2	1.8
AURIGNY AIR SERVICES											
ATR ATR72 200	267	-	870	-	1,036	-	51,422	15,877	19,220	5	5.7



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2025	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2025
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
AURIGNY AIR SERVICES											
DORNIER 228 200	30	-	406	-	171	-	5,461	442	578	2	2.5
Total	297	-	1,276	-	1,207	-	56,883	16,319	19,798	7	4.8
BA CITYFLYER LTD											
EMBRAER ERJ190 100	2,565	-	2,753	-	4,947	-	236,161	224,795	271,846	20	7.2
Total	2,565	-	2,753	-	4,947	-	236,161	224,795	271,846	20	7.2
BA EUROFLYER LTD DBA BRITISH AIRWAYS											
AIRBUS A320 200	2,560	-	1,455	-	4,328	-	213,253	371,473	429,862	13	9.6
AIRBUS A321 200	2,122	-	1,149	-	3,539	-	203,514	374,071	437,846	11	9.3
Total	4,683	-	2,604	-	7,867	-	416,767	745,544	867,708	24	9.4
BAE SYSTEMS (CORP AIR TVL) LTD											
BOEING 737 800	-	41	-	16	-	64	-	-	-	1	2.2
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	20	-	64	-	43	-	1,132	352	967	2	1.0
Total	20	41	64	16	43	64	1,132	352	967	3	1.4
BLUE ISLANDS LIMITED											
ATR ATR72 200	213	-	874	-	762	-	37,930	10,335	14,918	5	4.5
Total	213	-	874	-	762	-	37,930	10,335	14,918	5	4.5
BRITISH AIRWAYS PLC											
AIRBUS A319 100	3,030	-	3,367	-	6,335	-	405,013	364,995	405,309	27	7.9
AIRBUS A320 200	6,579	-	6,234	-	12,993	-	930,360	984,194	1,106,693	49	8.1
AIRBUS A320 200N	5,591	-	4,136	-	10,179	-	613,035	829,075	935,156	30	10.3
AIRBUS A321 200N	3,133	-	1,966	-	5,449	-	352,252	560,640	641,829	18	9.7
AIRBUS A350 1000	6,030	-	783	-	7,795	-	229,477	1,776,972	1,996,047	18	13.3
AIRBUS A380 800	3,287	-	427	-	4,100	-	173,761	1,349,767	1,541,497	12	12.5



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2025	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2025
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
BRITISH AIRWAYS PLC											
BOEING 777 200	14,041	-	2,317	-	18,187	-	520,289	3,440,462	3,889,444	43	13.8
BOEING 777 300ER	6,033	-	816	-	7,669	-	186,036	1,373,693	1,532,392	16	14.9
BOEING 787 10	3,635	-	576	-	4,634	-	132,837	837,561	930,449	12	12.7
BOEING 787 8	3,593	5	524	1	4,601	10	90,100	616,336	747,667	12	10.4
BOEING 787 9	5,525	-	685	-	7,195	-	122,918	1,058,385	1,193,355	18	13.0
Total	60,476	5	21,831	1	89,136	10	3,756,078	13,192,080	14,919,838	255	11.1
CATREUS AOC LTD											
BOMBARDIER BD100 1A10	21	-	17	-	30	-	80	86	186	1	1.1
BOMBARDIER BD700 1A10	35	-	7	-	43	-	24	129	449	2	1.0
CESSNA 525 NO MASTER SERIES ASSIGNED	9	-	15	-	18	-	-	19	57	3	0.3
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	11	-	9	-	16	-	-	42	75	1	1.2
Total	75	-	48	-	107	-	104	276	767	7	0.7
CONCIERGE U LTD											
BOMBARDIER BD700 1A10	24	-	4	-	29	-	14	86	339	4	0.3
BOMBARDIER BD700 1A11	-	-	-	-	-	-	-	-	-	2	0.7
BOMBARDIER BD700 2A12	15	-	10	-	21	-	77	69	214	4	-
CANADAIK CL600 2B16 600	5	-	4	-	7	-	16	14	47	1	0.5
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.2
GULFSTREAM GV NO MASTER SERIES ASSIGNED	24	-	5	-	29	-	30	50	341	1	0.7
Total	69	-	23	-	86	-	137	219	941	13	0.3
DHL AIR LTD											
BOEING 757 200	-	170	-	194	-	328	-	-	-	5	2.7
BOEING 767 300F	-	1,196	-	459	-	1,678	-	-	-	8	7.3

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2025	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2025
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
DHL AIR LTD											
BOEING 777 F	-	2,220	-	355	-	2,778	-	-	-	7	13.0
Total	-	3,586	-	1,008	-	4,784	-	-	-	20	8.2
EASTERN AIRWAYS											
ATR ATR72 200	64	-	174	-	179	-	6,907	2,582	4,700	4	1.6
BAE JETSTREAM 4100 4100	34	-	127	-	92	-	1,621	496	987	9	0.4
EMBRAER ERJ170 100	28	-	55	-	50	-	1,456	1,637	2,107	2	3.0
EMBRAER ERJ190 100	340	-	720	-	594	-	285	27,192	36,075	3	5.9
Total	466	-	1,076	-	915	-	10,269	31,907	43,869	18	1.9
EASYJET UK LTD											
AIRBUS A319 100	8,040	-	8,177	-	15,406	-	1,170,776	1,158,696	1,254,199	47	9.0
AIRBUS A320 200	18,545	-	12,211	-	30,625	-	2,052,022	3,156,773	3,359,161	81	11.1
AIRBUS A320 200N	13,002	-	6,901	-	20,346	-	1,170,080	2,232,992	2,361,276	51	12.2
AIRBUS A321 200N	3,102	-	1,313	-	4,638	-	281,789	671,883	728,967	11	12.9
Total	42,689	-	28,602	-	71,015	-	4,674,667	7,220,344	7,703,603	190	11.0
EMERALD AIRLINES UK LTD											
ATR ATR72 200	442	-	1,279	-	1,476	-	71,001	25,900	31,788	7	6.9
Total	442	-	1,279	-	1,476	-	71,001	25,900	31,788	7	6.9
EUROPEAN CARGO LTD											
AIRBUS A340 600	-	731	-	85	-	1,024	-	-	-	5	4.9
Total	-	731	-	85	-	1,024	-	-	-	5	4.9
EXECUTIVE JET CHARTER LTD											
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2025	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2025
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
EXECUTIVE JET CHARTER LTD											
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	9	-	7	-	12	-	35	44	127	1	0.2
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	7	-	4	-	9	-	20	34	91	1	0.3
GULFSTREAM GVIII NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.7
Total	16	-	11	-	21	-	55	78	218	7	0.2
JET2.COM LTD											
AIRBUS A321 200	574	-	252	-	882	-	50,029	113,955	126,382	3	8.0
AIRBUS A321 200N	5,707	-	2,304	-	8,568	-	488,312	1,209,819	1,324,105	16	11.7
BOEING 737 300	1,249	-	772	-	2,034	-	103,555	167,243	184,840	7	7.6
BOEING 737 800	25,544	-	10,888	-	38,143	-	1,864,678	4,383,340	4,827,776	93	11.6
Total	33,075	-	14,216	-	49,627	-	2,506,574	5,874,357	6,463,103	119	11.3
LOGANAIR LTD											
ATR ATR42 500	251	-	805	-	816	-	20,900	7,437	12,038	6	5.1
ATR ATR72 200	461	58	1,362	187	1,535	185	51,840	18,242	33,160	13	3.8
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	18	-	489	-	126	-	1,989	91	140	2	2.0
DE HAVILLAND DHC6 400	52	-	308	-	278	-	3,190	552	984	3	2.1
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	688	-	1,457	-	1,693	-	49,045	23,363	33,718	12	5.7
Total	1,469	58	4,421	187	4,447	185	126,964	49,685	80,040	36	4.3
LONDON EXECUTIVE AVIATION LTD											
BOMBARDIER BD700 1A10	19	-	8	-	24	-	25	66	284	1	2.6
CESSNA 560 NO MASTER SERIES ASSIGNED	5	-	11	-	10	-	-	29	47	4	0.3
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2025	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2025
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
LONDON EXECUTIVE AVIATION LTD											
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	32	-	23	-	47	-	167	197	414	3	0.2
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.1
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	24	-	16	-	35	-	75	103	219	1	1.1
Total	80	-	58	-	116	-	267	395	964	11	0.5
MAERSK AIR CARGO UK LTD											
BOEING 767 200	-	83	-	166	-	189	-	-	-	2	1.8
Total	-	83	-	166	-	189	-	-	-	2	1.8
NORSE ATLANTIC UK LTD											
BOEING 787 9	1,674	-	236	-	2,115	-	73,137	517,893	565,696	4	16.1
Total	1,674	-	236	-	2,115	-	73,137	517,893	565,696	4	16.1
ONE AIR LTD											
BOEING 747 400F	-	181	-	37	-	266	-	-	-	3	4.6
Total	-	181	-	37	-	266	-	-	-	3	4.6
PEN-AVIA LTD											
GULFSTREAM GVII NO MASTER SERIES ASSIGNED	1	-	1	-	2	-	7	7	17	1	0.1
Total	1	-	1	-	2	-	7	7	17	1	0.1
RVL AVIATION LTD											
BEECH 200 NO MASTER SERIES ASSIGNED	25	7	62	19	78	22	-	87	176	5	0.5
CESSNA F406 NO MASTER SERIES ASSIGNED	-	-	1	-	-	-	-	-	-	7	0.1
Total	25	7	63	19	78	22	-	87	176	12	0.3

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2025	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2025
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
RYANAIR UK LTD											
BOEING 737 800	3,633	-	2,673	-	6,115	-	461,545	633,929	686,662	15	12.9
Total	3,633	-	2,673	-	6,115	-	461,545	633,929	686,662	15	12.9
TAG AVIATION (UK) LTD											
BOMBARDIER BD700 1A10	-	-	-	-	-	-	-	-	-	1	-
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
DASSAULT FALCON 6X NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
PILATUS PC24 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
Total	-	-	-	-	-	-	-	-	-	3	-
TITAN AIRWAYS LTD											
AIRBUS A320 200	385	-	230	-	629	-	-	57,943	69,285	2	9.5
AIRBUS A321 200	481	-	230	-	740	-	-	98,192	105,312	2	6.4
AIRBUS A321 200N	179	-	91	-	278	-	3,050	20,504	33,278	3	3.3
AIRBUS A330 300	-	-	-	-	-	-	-	-	-	1	14.6
EMBRAER ERJ190 100	21	-	36	-	47	-	466	1,222	1,993	1	-
Total	1,065	-	587	-	1,694	-	3,516	177,861	209,868	9	7.0
TUI AIRWAYS LTD											
BOEING 737 8	7,192	-	2,726	-	10,368	-	482,156	1,284,923	1,359,293	23	12.1
BOEING 737 800	8,904	-	3,843	-	13,154	-	681,428	1,586,185	1,682,780	33	10.4
BOEING 787 8	2,671	-	734	-	3,536	-	214,810	780,416	824,331	8	11.4
BOEING 787 9	1,676	-	308	-	2,096	-	101,158	554,205	578,337	5	11.9
Total	20,443	-	7,611	-	29,154	-	1,479,552	4,205,729	4,444,741	69	11.2
VIRGIN ATLANTIC AIRWAYS LTD											
AIRBUS A330 300	1,983	-	356	-	2,555	-	70,115	448,450	523,501	7	12.6

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km		Aircraft in Service at Qrt Ended Aug 2025	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2025
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)		
VIRGIN ATLANTIC AIRWAYS LTD											
AIRBUS A330 900	2,301	-	357	-	2,969	-	79,522	517,475	602,794	6	15.4
AIRBUS A350 1000	4,692	-	709	-	5,899	-	214,597	1,416,937	1,693,919	12	15.4
BOEING 787 9	6,053	-	804	-	7,470	-	174,151	1,305,712	1,561,671	17	14.2
Total	15,028	-	2,226	-	18,893	-	538,385	3,688,574	4,381,885	42	14.4
VIRGIN ATLANTIC INTERNATIONAL											
AIRBUS A330 900	586	-	118	-	808	-	24,926	123,871	153,573	2	12.7
Total	586	-	118	-	808	-	24,926	123,871	153,573	2	12.7
VOLUXIS LTD											
BOMBARDIER BD700 1A10	1	-	2	-	1	-	10	2	7	2	0.1
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	7	-	3	-	9	-	8	18	64	1	0.6
Total	8	-	5	-	11	-	18	20	71	3	0.3
WEST ATLANTIC UK LTD											
ATR ATR72 200	-	35	-	91	-	107	-	-	-	2	1.6
BOEING 737 300	-	-	-	-	-	-	-	-	-	1	0.5
BOEING 737 400	-	70	-	170	-	169	-	-	-	5	1.2
BOEING 737 800	-	72	-	166	-	183	-	-	-	3	3.2
Total	-	178	-	427	-	458	-	-	-	11	1.7
WIZZ AIR UK LTD											
AIRBUS A321 200N	5,253	-	2,589	-	8,212	-	557,013	1,123,634	1,255,357	19	12.7
Total	5,253	-	2,589	-	8,212	-	557,013	1,123,634	1,255,357	19	12.7
Grand Total	197,250	4,908	96,260	2,050	302,953	7,123	15,073,610	38,481,936	42,831,957	961	9.7

(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