

| | Aircraft-Km Passenger (000) | Cargo (000) | Stage Flights Passenger | Cargo | Aircraft Hours Passenger | Cargo | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2010 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2010 |
|------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|-----------------------------------------------------|---------------------------------------------------------------------------|
| ACROPOLIS AVIATION LTD | | | | | | | | | | | |
| AIRBUS A319 CJ (EXEC) | 172 | - | 78 | - | 258 | - | 777 | 1 926 | 3 298 | 1 | 0.9 |
| Total | 172 | - | 78 | - | 258 | - | 777 | 1 926 | 3 298 | 1 | 0.9 |
| AIR SOUTHWEST | | | | | | | | | | | |
| DE HAVILLAND DASH 8-300/Q300 | 3 348 | - | 13 828 | - | 11 367 | - | 258 162 | 95 396 | 167 208 | 5 | 6.5 |
| Total | 3 348 | - | 13 828 | - | 11 367 | - | 258 162 | 95 396 | 167 208 | 5 | 6.5 |
| ARAVCO LTD | | | | | | | | | | | |
| EMBRAER LEGACY 600 (BJ135) | 18 | - | 15 | - | 30 | - | 51 | 68 | 195 | - | .. |
| Total | 18 | - | 15 | - | 30 | - | 51 | 68 | 195 | - | .. |
| ASTRAEUS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 300 | - | 917 | - | 1 801 | - | 14 272 | 185 147 | 233 850 | 1 | 4.9 |
| BOEING 737-300 | 2 003 | - | 1 382 | - | 2 941 | - | 128 274 | 209 323 | 296 544 | 2 | 4.0 |
| BOEING 737-500 | 1 498 | - | 777 | - | 2 020 | - | 78 347 | 154 904 | 221 790 | 1 | 5.5 |
| BOEING 737-700 | 4 541 | - | 1 989 | - | 6 114 | - | 212 715 | 493 807 | 672 302 | 2 | 8.4 |
| BOEING 757-200 | 8 861 | - | 3 099 | - | 11 737 | - | 168 568 | 1 208 817 | 1 877 843 | 5 | 6.4 |
| Total | 18 203 | - | 8 164 | - | 24 613 | - | 602 176 | 2 251 998 | 3 302 329 | 11 | 6.1 |
| ATLANTIC AIRLINES LTD | | | | | | | | | | | |
| BAE ATP | - | 2 098 | - | 6 074 | - | 6 963 | - | - | - | 10 | 2.1 |
| LOCKHEED L188 ELECTRA | - | 391 | - | 1 074 | - | 1 171 | - | - | - | 4 | 0.7 |
| Total | - | 2 489 | - | 7 148 | - | 8 134 | - | - | - | 14 | 1.6 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| ATR72 200/500 | 2 169 | 13 | 7 092 | 77 | 7 488 | 69 | 322 685 | 98 705 | 151 665 | 3 | 6.9 |
| PILATUS BN-2A TRISLANDER MK3 | 874 | - | 12 386 | - | 5 931 | - | 112 132 | 7 796 | 13 198 | 6 | 2.7 |
| Total | 3 043 | 13 | 19 478 | 77 | 13 419 | 69 | 434 817 | 106 501 | 164 863 | 9 | 4.1 |
| BA CITYFLYER LTD | | | | | | | | | | | |
| AVROLINER RJ100/115 | 610 | - | 983 | - | 1 468 | - | 52 109 | 31 691 | 63 622 | - | 1.9 |
| AVROLINER RJ85/QT | 612 | - | 967 | - | 1 441 | - | 49 453 | 31 398 | 51 298 | 2 | 2.4 |
| EMBRAER ERJ170 | 5 361 | - | 7 880 | - | 11 756 | - | 404 098 | 269 438 | 405 034 | 6 | 5.5 |
| EMBRAER ERJ190 | 3 304 | - | 4 330 | - | 6 813 | - | 283 056 | 224 253 | 322 946 | 4 | 6.7 |
| Total | 9 887 | - | 14 160 | - | 21 478 | - | 788 716 | 556 780 | 842 900 | 12 | 4.7 |

| | Aircraft-Km Passenger (000) | Cargo (000) | Stage Flights Passenger | Cargo | Aircraft Hours Passenger | Cargo | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2010 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2010 |
|-----------------------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|-----------------------------------------------------|---------------------------------------------------------------------------|
| BLUE ISLANDS LIMITED | | | | | | | | | | | |
| ATR42-300 | 423 | - | 2 568 | - | 1 213 | - | 58 231 | 9 753 | 19 576 | 1 | 3.3 |
| BAE JETSTREAM 31/32 | 943 | - | 7 237 | - | 2 922 | - | 88 984 | 10 858 | 17 949 | 4 | 2.0 |
| PILATUS BN-2A ISLANDER | 34 | - | 850 | - | 200 | - | 4 693 | 193 | 314 | 1 | 0.5 |
| PILATUS BN-2A TRISLANDER MK3 | 29 | - | 671 | - | 158 | - | 5 144 | 212 | 385 | 2 | 0.2 |
| Total | 1 429 | - | 11 326 | - | 4 494 | - | 157 052 | 21 016 | 38 224 | 8 | 1.5 |
| BMI GROUP | | | | | | | | | | | |
| AIRBUS A319 | 13 489 | - | 21 185 | - | 31 689 | - | 1 661 501 | 1 219 819 | 1 824 618 | 11 | 7.9 |
| AIRBUS A320-100/200 | 10 733 | 4 | 11 143 | 1 | 21 502 | 5 | 732 130 | 969 568 | 1 532 277 | 7 | 8.1 |
| AIRBUS A321 | 19 320 | - | 6 631 | - | 28 911 | - | 575 550 | 1 965 326 | 2 886 479 | 7 | 10.8 |
| AIRBUS A330-200 | 5 712 | - | 1 899 | - | 8 105 | - | 125 983 | 821 600 | 1 215 142 | 2 | 13.1 |
| BOEING 737-300 | 16 979 | - | 18 661 | - | 33 105 | - | 1 828 086 | 1 849 894 | 2 512 587 | 11 | 8.2 |
| BOEING 737-500 | 3 685 | - | 5 461 | - | 8 130 | - | 477 385 | 350 298 | 483 202 | 3 | 7.4 |
| EMBRAER RJ135 | 3 624 | - | 6 448 | - | 8 143 | - | 105 221 | 71 663 | 134 189 | 4 | 5.6 |
| EMBRAER RJ145 | 12 737 | - | 22 426 | - | 29 932 | - | 325 436 | 375 512 | 624 081 | 14 | 5.9 |
| Total | 86 279 | 4 | 93 854 | 1 | 169 517 | 5 | 5 831 292 | 7 623 680 | 11 212 575 | 59 | 7.8 |
| BRITISH AIRWAYS PLC | | | | | | | | | | | |
| AIRBUS A318 | 5 685 | - | 1 530 | - | 8 027 | - | 19 250 | 106 893 | 181 382 | 2 | 11.0 |
| AIRBUS A319 | 45 885 | - | 53 190 | - | 95 785 | - | 4 816 573 | 4 152 745 | 5 583 503 | 33 | 8.0 |
| AIRBUS A320-100/200 | 60 283 | - | 54 965 | - | 114 975 | - | 5 965 032 | 6 464 108 | 8 955 188 | 39 | 8.1 |
| AIRBUS A321 | 13 351 | - | 16 976 | - | 29 001 | - | 2 163 536 | 1 694 378 | 2 370 906 | 11 | 7.2 |
| BOEING 737-400 | 28 431 | - | 31 159 | - | 55 809 | - | 2 895 726 | 2 802 992 | 3 921 206 | 19 | 8.0 |
| BOEING 747-400 | 180 087 | 2 618 | 24 759 | 399 | 224 188 | 3 302 | 5 886 283 | 46 253 669 | 57 026 956 | 49 | 12.6 |
| BOEING 757-200 | 4 445 | - | 3 475 | - | 8 113 | - | 447 776 | 570 823 | 767 223 | 3 | 6.7 |
| BOEING 767-300ER/F | 55 353 | 794 | 14 850 | 132 | 78 508 | 1 064 | 2 211 373 | 8 263 998 | 11 105 769 | 21 | 10.4 |
| BOEING 777-200 | 10 447 | 5 | 2 254 | 1 | 13 867 | 8 | 313 229 | 1 678 307 | 2 257 915 | 3 | 12.7 |
| BOEING 777-200ER | 172 368 | 142 | 27 766 | 40 | 219 807 | 301 | 4 759 796 | 32 114 414 | 41 739 917 | 43 | 14.0 |
| BOEING 777-300ER | 2 977 | - | 457 | - | 3 841 | - | 103 911 | 679 080 | 884 523 | 2 | 14.5 |
| Total | 579 312 | 3 559 | 231 381 | 572 | 851 920 | 4 674 | 29 582 485 | 104 781 407 | 134 794 488 | 225 | 10.5 |
| BRITISH GLOBAL | | | | | | | | | | | |
| BOEING 747-200C/200F | - | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - | - |
| BRITISH INTERNATIONAL HELICOPTER SERVICES LTD | | | | | | | | | | | |
| SIKORSKY S61N | 302 | - | 4 836 | - | 1 683 | - | 88 040 | 5 523 | 7 587 | 8 | 0.8 |
| Total | 302 | - | 4 836 | - | 1 683 | - | 88 040 | 5 523 | 7 587 | 8 | 0.8 |
| CELLO AVIATION LTD | | | | | | | | | | | |
| BAE 146-200/QT | 78 | - | 82 | - | 153 | - | 2 753 | 2 735 | 3 540 | 1 | 0.9 |
| Total | 78 | - | 82 | - | 153 | - | 2 753 | 2 735 | 3 540 | 1 | 0.9 |

| | Aircraft-Km Passenger (000) | Cargo (000) | Stage Flights Passenger | Cargo | Aircraft Hours Passenger | Cargo | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2010 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2010 |
|---------------------------------|-----------------------------------|----------------|----------------------------|--------|-----------------------------|--------|------------------------|--------------------------|-------------------------------|-----------------------------------------------------|---------------------------------------------------------------------------|
| DHL AIR LTD | | | | | | | | | | | |
| BOEING 757-200 | - | 11 273 | - | 14 404 | - | 22 504 | - | - | - | 22 | 2.8 |
| BOEING 767-300ER/F | - | 10 149 | - | 1 741 | - | 13 278 | - | - | - | 3 | 12.1 |
| Total | - | 21 422 | - | 16 145 | - | 35 782 | - | - | - | 25 | 3.9 |
| EASTERN AIRWAYS | | | | | | | | | | | |
| BAE JETSTREAM 41 | 6 606 | - | 17 325 | - | 16 283 | - | 229 678 | 89 369 | 191 781 | 20 | 2.5 |
| EMBRAER RJ135 | 307 | - | 587 | - | 577 | - | 9 854 | 5 773 | 12 084 | 2 | 1.6 |
| SAAB 2000 | 4 400 | - | 10 811 | - | 11 087 | - | 269 568 | 114 848 | 230 510 | 8 | 3.8 |
| Total | 11 313 | - | 28 723 | - | 27 948 | - | 509 100 | 209 990 | 434 375 | 30 | 2.9 |
| EASYJET AIRLINE COMPANY LTD | | | | | | | | | | | |
| AIRBUS A319 | 290 048 | - | 268 177 | - | 502 589 | - | 34 349 817 | 36 491 088 | 43 409 630 | 145 | 9.9 |
| AIRBUS A320-100/200 | 62 827 | - | 35 920 | - | 95 575 | - | 5 484 083 | 9 404 214 | 10 915 769 | 24 | 11.5 |
| AIRBUS A321 | 6 001 | - | 2 439 | - | 8 668 | - | 433 565 | 1 051 310 | 1 249 884 | - | 9.6 |
| BOEING 737-700 | 15 628 | - | 15 791 | - | 28 755 | - | 1 938 182 | 1 908 729 | 2 274 116 | 8 | 9.2 |
| Total | 374 504 | - | 322 327 | - | 635 587 | - | 42 205 647 | 48 855 341 | 57 849 399 | 177 | 10.1 |
| EXECUTIVE JET CHARTER LTD | | | | | | | | | | | |
| BAE 125 (HS 125) | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT MYSTERE-FALCON 2000 | 95 | - | 64 | - | 134 | - | 265 | 394 | 977 | 1 | 0.4 |
| DASSAULT MYSTERE-FALCON 900EX | 254 | - | 106 | - | 341 | - | 613 | 1 297 | 3 314 | 3 | 0.3 |
| Total | 349 | - | 170 | - | 476 | - | 878 | 1 691 | 4 291 | 5 | 0.2 |
| FLYBE LTD | | | | | | | | | | | |
| BOMBARDIER DASH 8 Q400 | 49 577 | - | 119 580 | - | 103 790 | - | 4 939 100 | 2 252 055 | 3 861 367 | 56 | 5.0 |
| EMBRAER ERJ195 | 15 123 | - | 24 475 | - | 25 979 | - | 1 779 976 | 1 191 377 | 1 783 944 | 14 | 5.1 |
| EMBRAER RJ145 | - | - | - | - | - | - | - | - | - | - | - |
| Total | 64 700 | - | 144 055 | - | 129 769 | - | 6 719 076 | 3 443 432 | 5 645 311 | 70 | 5.0 |
| GAMA AVIATION | | | | | | | | | | | |
| BAE 125 (HS 125) | - | - | - | - | - | - | - | - | - | 2 | - |
| BAE125-1000 | - | - | - | - | - | - | - | - | - | 1 | - |
| BEECHCRAFT 200 SUPERKING AIR | - | - | - | - | - | - | - | - | - | 3 | - |
| CANADAI R CL-600-604 CHALLENGER | 58 | - | 62 | - | 89 | - | 226 | 282 | 617 | 2 | 0.1 |
| EMBRAER LEGACY 600 (BJ135) | - | - | - | - | - | - | - | - | - | 1 | - |
| GATES LEARJET 60 | - | - | - | - | - | - | - | - | - | 1 | - |
| GULF AMERICAN GULFSTREAM 500-5 | 107 | - | 38 | - | 149 | - | 159 | 437 | 1 943 | 1 | 0.4 |
| GULF AMERICAN GULFSTREAM IV | 26 | - | 12 | - | 35 | - | 3 | 39 | 356 | 1 | 0.1 |
| LEARJET 40/45 | - | - | - | - | - | - | - | - | - | 2 | - |
| Total | 191 | - | 112 | - | 274 | - | 388 | 758 | 2 916 | 14 | 0.1 |

| | Aircraft-Km Passenger (000) | Cargo (000) | Stage Flights Passenger | Cargo | Aircraft Hours Passenger | Cargo | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2010 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2010 |
|-----------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|--------|------------------------|--------------------------|-------------------------------|-----------------------------------------------------|---------------------------------------------------------------------------|
| GLOBAL SUPPLY SYSTEMS LTD | | | | | | | | | | | |
| BOEING 747-400F | - | 11 146 | - | 2 426 | - | 14 098 | - | - | - | 3 | 12.9 |
| Total | - | 11 146 | - | 2 426 | - | 14 098 | - | - | - | 3 | 12.9 |
| HIGHLAND AIRWAYS LTD | | | | | | | | | | | |
| BAE JETSTREAM 31/32 | 84 | - | 537 | 3 | 281 | 2 | 3 943 | 701 | 1 500 | - | 0.7 |
| BAE JETSTREAM 41 | - | - | - | - | - | - | - | - | - | - | - |
| PILATUS BN-2A ISLANDER | 10 | - | 167 | - | 58 | - | 504 | 36 | 91 | - | 0.7 |
| Total | 94 | - | 704 | 3 | 339 | 2 | 4 447 | 737 | 1 591 | - | 0.5 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 460 | - | 3 119 | - | 1 916 | - | 33 140 | 4 923 | 8 700 | 3 | 1.7 |
| PILATUS BN-2A ISLANDER | 194 | - | 3 862 | - | 1 010 | - | 23 264 | 1 176 | 1 561 | 3 | 0.9 |
| Total | 654 | - | 6 981 | - | 2 926 | - | 56 404 | 6 099 | 10 261 | 6 | 1.3 |
| JET2.COM LTD | | | | | | | | | | | |
| BOEING 737-300 | 24 996 | 1 612 | 18 741 | 4 296 | 43 386 | 4 178 | 2 161 274 | 3 130 018 | 3 689 034 | 24 | 5.9 |
| BOEING 757-200 | 15 246 | - | 5 936 | - | 22 505 | - | 1 171 814 | 3 074 048 | 3 502 542 | 10 | 7.0 |
| Total | 40 242 | 1 612 | 24 677 | 4 296 | 65 891 | 4 178 | 3 333 088 | 6 204 066 | 7 191 576 | 34 | 6.2 |
| LOGANAIR | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 321 | - | 2 257 | - | 1 737 | - | 20 433 | 3 212 | 5 211 | 2 | 2.4 |
| PILATUS BN-2A ISLANDER | 210 | - | 5 787 | - | 1 451 | - | 19 991 | 618 | 1 256 | 2 | 2.0 |
| SAAB FAIRCHILD 340 | 6 046 | - | 22 929 | - | 21 707 | - | 444 237 | 125 646 | 203 879 | 16 | 3.7 |
| Total | 6 577 | - | 30 973 | - | 24 894 | - | 484 661 | 129 476 | 210 346 | 20 | 3.4 |
| METROPIX UK LLP | | | | | | | | | | | |
| GULF AMERICAN GULFSTREAM IV | 145 | - | 73 | - | 217 | - | 461 | 960 | 2 064 | 1 | 0.8 |
| Total | 145 | - | 73 | - | 217 | - | 461 | 960 | 2 064 | 1 | 0.8 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600 | 8 356 | - | 3 025 | - | 11 686 | - | 895 045 | 2 583 692 | 2 996 853 | 4 | 8.0 |
| AIRBUS A320-100/200 | 12 350 | - | 5 662 | - | 18 208 | - | 801 341 | 1 775 748 | 2 134 809 | 5 | 10.5 |
| AIRBUS A321 | 39 605 | - | 18 268 | - | 58 802 | - | 3 242 173 | 7 127 390 | 8 437 187 | 16 | 10.1 |
| AIRBUS A330-200 | 6 940 | - | 1 315 | - | 9 026 | - | 385 472 | 2 179 489 | 2 483 997 | 2 | 12.4 |
| BOEING 757-200 | 6 263 | - | 2 656 | - | 9 121 | - | 505 659 | 1 216 698 | 1 423 285 | 3 | 8.3 |
| BOEING 767-300ER/F | 639 | - | 145 | - | 863 | - | 35 796 | 184 974 | 204 647 | - | 7.7 |
| Total | 74 153 | - | 31 071 | - | 107 705 | - | 5 865 486 | 15 067 991 | 17 680 778 | 30 | 9.8 |

| | Aircraft-Km Passenger (000) | Cargo (000) | Stage Flights Passenger | Cargo | Aircraft Hours Passenger | Cargo | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2010 | Avg Daily Utilisation Per A/C (Hours) Year Ended Dec 2010 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|-----------------------------------------------------|--------------------------------------------------------------------------|
| OCEAN SKY (UK) LTD | | | | | | | | | | | |
| BOMBARDIER GLOBAL 5000 | 71 | - | 28 | - | 101 | - | 158 | 404 | 935 | 1 | 0.4 |
| BOMBARDIER GLOBAL EXPRESS (BDI) | 385 | - | 105 | - | 537 | - | 534 | 2 001 | 5 050 | 2 | 1.0 |
| CANADAIR CL-600-604 CHALLENGER | 125 | - | 54 | - | 190 | - | 177 | 434 | 1 238 | 1 | 0.8 |
| DASSAULT MYSTERE-FALCON 900EX | 118 | - | 50 | - | 173 | - | 252 | 580 | 1 404 | 1 | 0.6 |
| GULF AMERICAN GULFSTREAM 500-5 | 56 | - | 20 | - | 78 | - | 127 | 391 | 1 003 | 1 | 0.2 |
| Total | 755 | - | 257 | - | 1 079 | - | 1 248 | 3 810 | 9 630 | 6 | 0.6 |
| PEN-AVIA LTD | | | | | | | | | | | |
| CESSNA 750 CITATION X | - | - | - | - | - | - | - | - | - | 2 | - |
| Total | - | - | - | - | - | - | - | - | - | 2 | - |
| SCOT AIRWAYS | | | | | | | | | | | |
| DORNIER 328 | - | - | - | - | - | - | - | - | - | 6 | - |
| Total | - | - | - | - | - | - | - | - | - | 6 | - |
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| BOMBARDIER CHALLENGER 850 | 36 | - | 19 | - | 48 | - | 100 | 196 | 502 | 1 | 0.1 |
| BOMBARDIER GLOBAL 5000 | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER GLOBAL EXPRESS (BDI) | 93 | - | 37 | - | 118 | - | 129 | 360 | 1 588 | 3 | 0.1 |
| CANADAIR CL-600-604 CHALLENGER | - | - | - | - | - | - | - | - | - | 10 | - |
| CESSNA 560 CITATION V | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT FALCON 7X | 442 | - | 177 | - | 530 | - | 741 | 1 962 | 5 969 | 3 | 0.5 |
| DASSAULT MYSTERE-FALCON 2000 | - | - | - | - | - | - | - | - | - | 2 | - |
| DASSAULT MYSTERE-FALCON 900EX | 610 | - | 407 | - | 792 | - | 2 008 | 2 920 | 7 323 | 5 | 0.5 |
| EMBRAER LEGACY 600 (BJ135) | 357 | - | 233 | - | 472 | - | 1 416 | 1 829 | 5 304 | 4 | 0.4 |
| GATES LEARJET 60 | - | - | - | - | - | - | - | - | - | 2 | - |
| GULF AMERICAN GULFSTREAM 500-5 | - | - | - | - | - | - | - | - | - | 3 | - |
| GULF AMERICAN GULFSTREAM IV | 44 | - | 12 | - | 55 | - | 47 | 165 | 576 | 1 | 0.1 |
| HAWKER 850 XP/ 900 XP | - | - | - | - | - | - | - | - | - | - | - |
| LEARJET 40/45 | - | - | - | - | - | - | - | - | - | 2 | - |
| Total | 1 582 | - | 885 | - | 2 015 | - | 4 441 | 7 432 | 21 262 | 38 | 0.1 |
| THOMAS COOK AIRLINES LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 23 425 | - | 9 324 | - | 34 226 | - | 1 530 766 | 3 879 050 | 4 216 862 | 10 | 10.3 |
| AIRBUS A321 | 10 167 | - | 3 827 | - | 14 834 | - | 775 633 | 2 063 704 | 2 236 874 | 4 | 10.2 |
| AIRBUS A330-200 | 24 048 | 21 | 4 095 | 3 | 31 064 | 29 | 1 196 784 | 7 517 579 | 7 960 254 | 7 | 13.8 |
| AIRBUS A330-300 | 1 243 | - | 221 | - | 1 593 | - | 74 351 | 437 383 | 490 680 | - | 14.0 |
| BOEING 757-200 | 45 269 | - | 15 227 | - | 64 241 | - | 3 238 357 | 9 629 255 | 10 321 562 | 15 | 12.4 |
| BOEING 757-300 | 5 338 | - | 1 977 | - | 7 694 | - | 511 813 | 1 385 531 | 1 494 800 | 2 | 10.5 |
| BOEING 767-300ER/F | 7 372 | 7 | 2 321 | 1 | 10 431 | 10 | 699 277 | 2 228 611 | 2 403 148 | 3 | 10.4 |
| Total | 116 862 | 28 | 36 992 | 4 | 164 082 | 39 | 8 026 981 | 27 141 113 | 29 124 180 | 41 | 11.7 |

| | Aircraft-Km Passenger (000) | Cargo (000) | Stage Flights Passenger | Cargo | Aircraft Hours Passenger | Cargo | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2010 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2010 |
|---------------------------------|-----------------------------------|----------------|----------------------------|--------|-----------------------------|--------|------------------------|--------------------------|-------------------------------|-----------------------------------------------------|---------------------------------------------------------------------------|
| THOMSON AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 11 039 | - | 4 767 | - | 16 616 | - | 755 029 | 1 761 280 | 1 987 374 | 5 | 10.5 |
| AIRBUS A321 | 4 861 | - | 2 108 | - | 7 389 | - | 416 086 | 960 203 | 1 059 536 | 2 | 10.1 |
| BOEING 737-300 | 8 922 | - | 4 313 | - | 14 199 | - | 560 508 | 1 178 719 | 1 320 048 | 4 | 8.4 |
| BOEING 737-800 | 31 673 | - | 13 478 | - | 46 865 | - | 2 269 862 | 5 357 298 | 5 982 061 | 13 | 10.7 |
| BOEING 757-200 | 59 380 | - | 23 382 | - | 87 053 | - | 4 847 696 | 12 398 366 | 13 807 200 | 25 | 10.7 |
| BOEING 767-300ER/F | 43 678 | - | 8 474 | - | 58 332 | - | 2 146 670 | 11 057 777 | 12 225 289 | 13 | 13.4 |
| Total | 159 553 | - | 56 522 | - | 230 454 | - | 10 995 851 | 32 713 643 | 36 381 508 | 62 | 11.0 |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| BAE 146-200/QT | 552 | 1 172 | 661 | 1 796 | 766 | 1 622 | 22 735 | 21 535 | 43 658 | 4 | 1.7 |
| BAE 146-300 | 328 | - | 485 | - | 448 | - | 7 937 | 4 223 | 25 800 | 1 | 1.4 |
| BEECHCRAFT 300 / 350 SUPER KING | 133 | 2 | 207 | 1 | 235 | 3 | 138 | 210 | 1 081 | 1 | 0.7 |
| BOEING 737-300 | 1 036 | 828 | 778 | 1 724 | 1 396 | 1 120 | 47 748 | 69 196 | 134 387 | 4 | 1.8 |
| BOEING 757-200 | 1 565 | - | 901 | - | 1 920 | - | 135 014 | 245 343 | 309 163 | 1 | 5.3 |
| BOEING 767-300ER/F | 1 179 | - | 435 | - | 1 451 | - | 56 813 | 169 025 | 312 785 | 1 | 4.0 |
| EMBRAER LEGACY 600 (BJ135) | - | - | - | - | - | - | - | - | - | - | - |
| Total | 4 793 | 2 002 | 3 467 | 3 521 | 6 215 | 2 745 | 270 385 | 509 532 | 826 874 | 12 | 2.1 |
| TRIAIR (BERMUDA) LTD | | | | | | | | | | | |
| DASSAULT FALCON 7X | 235 | - | 43 | - | 292 | - | 231 | 1 327 | 2 807 | 1 | 0.8 |
| Total | 235 | - | 43 | - | 292 | - | 231 | 1 327 | 2 807 | 1 | 0.8 |
| TWINJET AIRCRAFT | | | | | | | | | | | |
| AIRBUS A319 CJ (EXEC) | 187 | - | 74 | - | 291 | - | 1 362 | 3 572 | 6 296 | 1 | 0.8 |
| CANADAIIR CL-600-604 CHALLENGER | 241 | - | 161 | - | 399 | - | 705 | 1 022 | 2 394 | 1 | 1.1 |
| EMBRAER LEGACY 600 (BJ135) | 100 | - | 63 | - | 163 | - | 333 | 519 | 1 273 | - | 0.6 |
| Total | 528 | - | 298 | - | 852 | - | 2 400 | 5 113 | 9 963 | 2 | 0.8 |
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A340-300 | 20 957 | - | 3 391 | - | 27 782 | - | 627 898 | 3 892 877 | 5 031 866 | 6 | 12.7 |
| AIRBUS A340-600 | 69 774 | - | 9 444 | - | 89 540 | - | 2 334 782 | 17 629 257 | 21 454 396 | 19 | 12.9 |
| BOEING 747-400 | 47 383 | - | 6 645 | - | 58 631 | - | 2 332 083 | 16 624 993 | 19 729 472 | 13 | 12.4 |
| Total | 138 114 | - | 19 480 | - | 175 953 | - | 5 294 763 | 38 147 127 | 46 215 734 | 38 | 12.7 |
| Grand Total | 1 697 415 | 42 275 | 1 105 012 | 34 193 | 2 675 900 | 69 725 | 121 522 257 | 287 896 668 | 352 162 073 | 976 | 7.9 |

Note: BMI have requested that the data for BMI British Midland, BMI Regional and BMI Baby are combined on this table

(a) Excludes small airlines' public transport operations (see table 1.13)

(b) Excludes passengers uplifted on sub-charter operations

(c) 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