

	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 Qrt Ended Mar-14	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar-14
ACROPOLIS AVIATION LTD											
AIRBUS A319 CJ (EXEC)	31	-	14	-	45	-	53	106	586	1	1.3
Total	31	-	14	-	45	-	53	106	586	1	1.3
AIRTANKER SERVICES LTD											
AIRBUS A330-200	202	-	31	-	259	-	4 349	28 512	58 951	1	9.7
Total	202	-	31	-	259	-	4 349	28 512	58 951	1	9.7
ARAVCO LTD											
BOMBARDIER GLOBAL 5000	-	-	-	-	-	-	-	-	-	1	-
BOMBARDIER GLOBAL EXPRESS (BD)	11	-	2	-	15	-	6	34	182	4	0.2
EMBRAER LEGACY 600/650 (BJ135)	39	-	22	-	64	-	116	175	517	2	0.6
Total	50	-	24	-	79	-	122	209	699	7	0.3
ATLANTIC AIRLINES LTD											
BAE ATP	-	220	-	621	-	749	-	-	-	12	2.1
BOEING 737-300	-	112	-	224	-	255	-	-	-	5	2.0
Total	-	332	-	845	-	1 005	-	-	-	17	2.1
AURIGNY AIR SERVICES											
ATR72 200/500/600	133	-	426	-	474	-	19 043	6 141	9 438	3	5.8
PILATUS BN-2A TRISLANDER MK3	47	-	565	-	314	-	5 530	473	760	5	2.6
Total	180	-	991	-	788	-	24 573	6 614	10 198	8	3.8
BA CITYFLYER LTD											
EMB ERJ170 (170-100)	505	-	770	-	1 071	-	38 934	25 495	38 518	6	6.3
EMBRAER ERJ190	868	-	1 081	-	1 680	-	68 113	54 807	85 128	8	6.8
Total	1 373	-	1 851	-	2 751	-	107 047	80 302	123 646	14	6.6
BLUE ISLANDS LIMITED											
ATR42-300	82	-	536	-	339	-	15 429	2 249	3 795	3	3.3
ATR42-500	58	-	154	-	177	-	4 357	1 453	2 770	1	6.4
ATR72 200/500/600	23	-	124	-	91	-	3 485	649	1 515	1	3.8
BAE JETSTREAM 31/32	33	-	165	-	125	-	2 200	447	636	2	2.1
Total	196	-	979	-	732	-	25 471	4 798	8 716	7	3.4
BMI REGIONAL											
EMBRAER RJ135	249	-	369	-	511	-	6 693	4 481	9 188	4	3.0
EMBRAER RJ145	829	-	1 195	-	1 708	-	25 603	20 597	40 588	14	3.7
Total	1 078	-	1 564	-	2 218	-	32 296	25 078	49 776	18	3.5

	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 Qrt Ended Mar 2014	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2014
BRITISH AIRWAYS (BA) LTD											
AIRBUS A318	503	-	135	-	710	-	1 936	10 831	16 110	2	11.5
Total	503	-	135	-	710	-	1 936	10 831	16 110	2	11.5
BRITISH AIRWAYS PLC											
AIRBUS A319	5 017	-	6 678	-	10 861	-	656 761	497 446	636 557	44	7.9
AIRBUS A320-100/200	7 303	-	6 884	-	13 904	-	831 224	879 660	1 113 172	53	7.8
AIRBUS A321	2 315	-	1 730	-	4 128	-	236 886	304 412	386 018	18	7.9
AIRBUS A380-800	1 567	-	171	-	1 939	-	68 026	623 019	734 862	5	12.2
BOEING 737-400	1 727	-	1 580	-	3 178	-	186 716	206 730	248 343	14	6.3
BOEING 747-400	15 226	-	2 339	-	19 211	-	577 599	3 940 981	4 788 804	50	12.5
BOEING 767-300ER/F	3 534	-	1 229	-	5 181	-	195 495	564 090	728 031	19	9.6
BOEING 777-200	714	-	226	-	1 002	-	27 427	126 645	154 317	3	13.4
BOEING 777-200ER	15 060	-	2 348	-	19 233	-	424 405	2 920 721	3 647 872	43	14.7
BOEING 777-300ER	3 894	-	467	-	4 874	-	101 220	921 530	1 156 525	10	15.7
BOEING 787-800 DREAMLINER	1 412	-	211	-	1 784	-	36 544	242 917	302 095	4	9.6
Total	57 769	-	23 863	-	85 293	-	3 342 303	11 228 151	13 896 596	263	10.3
CELLO AVIATION LTD											
AVROLINER RJ85/QT	113	-	96	-	210	-	-	6 516	9 252	1	0.8
BAE 146-200/QT	5	-	11	-	15	-	374	166	242	1	0.6
Total	118	-	107	-	225	-	374	6 682	9 494	2	0.7
DHL AIR LTD											
BOEING 757-200	-	1 146	-	1 268	-	2 143	-	-	-	22	3.1
BOEING 767-300ER/F	-	1 103	-	273	-	1 481	-	-	-	4	11.1
Total	-	2 249	-	1 541	-	3 624	-	-	-	26	4.4
EASTERN AIRWAYS											
BAE JETSTREAM 41	428	-	1 100	-	1 241	-	15 843	6 200	12 426	17	2.7
EMBRAER RJ135	50	-	110	-	117	-	1 726	749	1 843	2	2.2
EMBRAER RJ145	43	-	124	-	105	-	3 101	1 119	2 144	2	1.7
SAAB 2000	439	-	1 165	-	1 210	-	35 597	13 357	22 021	9	4.0
Total	960	-	2 499	-	2 672	-	56 267	21 425	38 434	30	3.0
EASYJET AIRLINE COMPANY LTD											
AIRBUS A319	24 552	-	25 107	-	44 471	-	3 381 916	3 361 605	3 830 071	140	8.2
AIRBUS A320-100/200	13 727	-	9 067	-	21 963	-	1 420 957	2 165 284	2 471 089	61	8.7
Total	38 279	-	34 174	-	66 434	-	4 802 873	5 526 889	6 301 160	201	8.3

	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 Qrt Ended Mar 2014	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2014
EXECUTIVE JET CHARTER LTD											
DASSAULT FALCON 7X	18	-	4	-	22	-	10	54	255	1	0.6
DASSAULT MYSTERE-FALCON 2000	2	-	2	-	3	-	2	2	16	1	0.1
Total	20	-	6	-	26	-	12	56	271	2	0.3
FLYBE LTD											
BOMBARDIER DASH 8 Q400	2 959	-	7 838	-	8 683	-	408 885	166 673	230 744	41	6.4
EMB ERJ175 (170-200)	1 124	-	1 779	-	2 497	-	115 313	73 843	98 902	11	6.7
EMBRAER ERJ195	485	-	680	-	1 015	-	40 736	45 542	57 242	14	3.6
Total	4 568	-	10 297	-	12 195	-	564 934	286 058	386 888	66	5.8
GAMA AVIATION											
BAE 125 ( HS 125 )	-	-	-	-	-	-	-	-	-	1	-
BAE125-1000	-	-	-	-	-	-	-	-	-	1	-
BEECHCRAFT 200 SUPERKING AIR	-	-	-	-	-	-	-	-	-	5	-
CANADAIER CL-600-604 CHALLENGER	9	-	7	-	12	-	17	22	97	1	0.3
DASSAULT MYSTERE-FALCON 2000	8	-	7	-	12	-	37	39	80	1	0.4
GULF AMERICAN GULFSTREAM 500-5	36	-	8	-	45	-	19	188	585	1	0.8
LEARJET 40/45	-	-	-	-	-	-	-	-	-	3	-
Total	53	-	22	-	69	-	73	249	762	13	0.1
GLOBAL SUPPLY SYSTEMS LTD											
BOEING 747-8 (FREIGHTER)	-	472	-	101	-	642	-	-	-	3	11.6
Total	-	472	-	101	-	642	-	-	-	3	11.6
ISLES OF SCILLY SKYBUS											
DE HAVILLAND DH6 TWIN OTTER	60	-	584	-	253	-	7 121	714	1 132	4	1.0
PILATUS BN-2A ISLANDER	8	3	166	66	43	17	905	45	66	3	0.5
Total	68	3	750	66	296	17	8 026	759	1 198	7	0.8
JET2.COM LTD											
BOEING 737-300	2 740	148	1 746	356	4 627	369	217 390	349 427	405 390	31	3.6
BOEING 737-800	1 135	-	476	-	1 726	-	80 375	190 426	214 397	8	4.8
BOEING 757-200	1 038	-	439	-	1 591	-	93 240	214 082	243 560	11	2.7
Total	4 913	148	2 661	356	7 943	369	391 005	753 935	863 347	50	3.6

	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 Qrt Ended Mar 2014	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2014
LOGANAIR											
DE HAVILLAND DH6 TWIN OTTER	29	-	189	-	162	-	1 900	311	412	2	2.2
DORNIER 328	167	-	458	-	520	-	7 327	2 649	5 049	6	2.0
PILATUS BN-2A ISLANDER	14	-	479	-	122	-	1 717	53	115	2	2.1
SAAB 2000	17	-	56	-	51	-	1 648	493	754	-	..
SAAB FAIRCHILD 340	499	-	1 881	-	1 711	-	37 656	10 571	15 936	16	3.1
Total	726	-	3 063	-	2 566	-	50 248	14 077	22 266	26	2.7
MONARCH AIRLINES											
AIRBUS A300-600	45	-	27	-	70	-	7 134	12 743	15 702	3	1.4
AIRBUS A320-100/200	1 929	-	939	-	2 897	-	123 970	257 727	333 323	9	6.9
AIRBUS A321	4 379	-	2 004	-	6 505	-	337 165	746 798	928 365	22	6.0
AIRBUS A330-200	397	-	102	-	542	-	27 678	107 329	142 035	2	6.1
BOEING 757-200	248	-	114	-	370	-	19 587	44 047	56 647	3	2.4
Total	6 998	-	3 186	-	10 384	-	515 534	1 168 644	1 476 072	39	5.6
ORYX JET LTD											
BOMBARDIER GLOBAL 5000	-	-	-	-	-	-	-	-	-	-	-
CANADAIR CL-600-604 CHALLENGER	11	-	2	-	15	-	4	22	112	1	0.9
Total	11	-	2	-	15	-	4	22	112	1	0.6
TAG AVIATION (UK) LTD											
BOMBARDIER CHALLENGER 300	3	-	3	-	4	-	7	7	25	1	0.3
BOMBARDIER CHALLENGER 850	38	-	26	-	52	-	118	193	538	2	0.4
BOMBARDIER GLOBAL EXPRESS (BDI)	18	-	7	-	24	-	13	28	302	4	0.2
CANADAIR CL-600-604 CHALLENGER	103	-	62	-	134	-	220	413	1 009	9	0.4
DASSAULT FALCON 7X	-	-	-	-	-	-	-	-	-	3	-
DASSAULT MYSTERE-FALCON 2000	18	-	24	-	24	-	103	72	178	2	0.4
DASSAULT MYSTERE-FALCON 900EX	17	-	15	-	23	-	76	92	229	6	0.2
EMBRAER LEGACY 600/650 (BJ135)	7	-	13	-	10	-	58	40	95	2	0.6
GATES LEARJET 60	-	-	-	-	-	-	-	-	-	2	-
GULF AMERICAN GULFSTREAM 500-5	60	-	14	-	73	-	65	346	849	4	0.4
GULF AMERICAN GULFSTREAM IV	-	-	-	-	-	-	-	-	-	-	-
HAWKER 4000	6	-	5	-	9	-	17	20	48	1	0.2
HAWKER 750 /800/900 XP	-	-	-	-	-	-	-	-	-	1	-
LEARJET 40/45	-	-	-	-	-	-	-	-	-	1	-
Total	270	-	169	-	351	-	677	1 211	3 273	38	0.3

[illegible]

(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