

|  | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2019 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2019 |
|--|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo |                     |                    |                         |  |  |
| 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BEECH 200 NO MASTER SERIES ASSIGNED                                  | 144             | 15          | 333           | 22    | 402            | 39    | -                   | 480                | 1,005                   | 5  | 0.2  |
| BOEING 737 300   | 223             | -           | 175           | -     | 344            | -     | 7,553               | 9,760              | 13,854                  | 2  | 0.5  |
| Total  | 367             | 15          | 508           | 22    | 746            | 39    | 7,553               | 10,240             | 14,859                  | 7  | 0.3  |
| ACROPOLIS AVIATION LTD   |                 |             |               |       |                |       |                     |                    |                         |  |  |
| AIRBUS A319 100  | 362             | -           | 126           | -     | 481            | -     | 1,112               | 3,487              | 6,876                   | 1  | 1.3  |
| Total  | 362             | -           | 126           | -     | 481            | -     | 1,112               | 3,487              | 6,876                   | 1  | 1.3  |
| AIRTANKER SERVICES LTD   |                 |             |               |       |                |       |                     |                    |                         |  |  |
| AIRBUS A330 200  | 8,869           | -           | 2,120         | -     | 12,040         | -     | 47,950              | 2,193,743          | 2,779,938               | 4  | 8.2  |
| Total  | 8,869           | -           | 2,120         | -     | 12,040         | -     | 47,950              | 2,193,743          | 2,779,938               | 4  | 8.2  |
| AURIGNY AIR SERVICES   |                 |             |               |       |                |       |                     |                    |                         |  |  |
| ATR ATR42 500  | 264             | -           | 1,434         | -     | 1,089          | -     | 35,242              | 7,463              | 12,723                  | 1  | 3.0  |
| ATR ATR72 200  | 1,484           | -           | 4,567         | -     | 5,375          | -     | 206,691             | 67,972             | 106,873                 | 5  | 4.5  |
| DORNIER 228 200  | 394             | -           | 4,533         | -     | 2,041          | -     | 52,943              | 4,805              | 7,362                   | 3  | 1.7  |
| EMBRAER ERJ190 200   | 681             | -           | 2,644         | -     | 2,522          | -     | 229,441             | 58,990             | 82,974                  | 1  | 6.9  |
| Total  | 2,822           | -           | 13,178        | -     | 11,027         | -     | 524,317             | 139,230            | 209,932                 | 10   | 3.6  |
| BA CITYFLYER LTD   |                 |             |               |       |                |       |                     |                    |                         |  |  |
| EMBRAER ERJ170 100   | 5,309           | -           | 9,299         | -     | 12,444         | -     | 540,221             | 310,847            | 403,461                 | 6  | 5.7  |
| EMBRAER ERJ190 100   | 23,164          | -           | 28,080        | -     | 45,776         | -     | 2,016,520           | 1,697,849          | 2,270,053               | 18   | 7.3  |
| Total  | 28,473          | -           | 37,379        | -     | 58,220         | -     | 2,556,741           | 2,008,696          | 2,673,514               | 24   | 6.9  |



|  | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2019 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2019 |
|--|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo |                     |                    |                         |  |  |
| BAE SYSTEMS (CORP AIR TVL) LTD           |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BAE BAE146 200                           | 126             | -           | 118           | -     | 215            | -     | 3,351               | 3,565              | 8,829                   | -  | 1.2  |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 246             | -           | 456           | -     | 489            | -     | 13,132              | 6,842              | 12,046                  | 2  | 1.1  |
| Total                                    | 372             | -           | 574           | -     | 704            | -     | 16,483              | 10,407             | 20,875                  | 2  | 1.1  |
| BLUE ISLANDS LIMITED                     |                 |             |               |       |                |       |                     |                    |                         |  |  |
| ATR ATR42 300                            | 238             | -           | 2,146         | -     | 1,167          | -     | 63,976              | 7,738              | 10,964                  | 1  | 3.4  |
| ATR ATR72 200                            | 1,747           | 22          | 8,724         | 95    | 6,957          | 74    | 361,868             | 74,917             | 118,763                 | 5  | 4.9  |
| Total                                    | 1,985           | 22          | 10,870        | 95    | 8,124          | 74    | 425,844             | 82,655             | 129,727                 | 6  | 4.6  |
| BRITISH AIRWAYS PLC                      |                 |             |               |       |                |       |                     |                    |                         |  |  |
| AIRBUS A318 100                          | 2,761           | -           | 742           | -     | 3,936          | -     | 10,209              | 57,052             | 88,344                  | 1  | 10.8   |
| AIRBUS A319 100                          | 55,879          | -           | 72,357        | -     | 122,582        | -     | 8,012,344           | 6,206,384          | 7,437,227               | 39   | 8.1  |
| AIRBUS A320 200                          | 114,245         | -           | 93,794        | -     | 209,396        | -     | 12,453,020          | 15,346,734         | 18,360,067              | 67   | 8.6  |
| AIRBUS A320 200N                         | 17,927          | -           | 15,028        | -     | 33,363         | -     | 1,994,816           | 2,407,539          | 2,947,566               | 10   | 9.5  |
| AIRBUS A321 200                          | 30,094          | -           | 25,525        | -     | 56,518         | -     | 3,939,280           | 4,425,181          | 5,566,132               | 18   | 8.6  |
| AIRBUS A321 200N                         | 8,454           | -           | 7,033         | -     | 15,723         | -     | 1,150,409           | 1,413,330          | 1,715,422               | 8  | 9.2  |
| AIRBUS A350 1000                         | 2,496           | -           | 548           | -     | 3,372          | -     | 145,419             | 697,507            | 826,126                 | 4  | 10.7   |
| AIRBUS A380 800                          | 42,742          | -           | 5,013         | -     | 53,381         | -     | 2,005,319           | 17,112,599         | 20,042,479              | 12   | 12.2   |
| BOEING 747 400                           | 124,143         | -           | 17,956        | -     | 156,226        | -     | 4,650,099           | 32,446,693         | 37,819,378              | 33   | 12.4   |
| BOEING 777 200                           | 185,661         | -           | 30,020        | -     | 241,148        | -     | 5,808,701           | 38,731,042         | 46,938,082              | 46   | 14.4   |
| BOEING 777 300ER                         | 49,529          | -           | 6,186         | -     | 62,365         | -     | 1,440,393           | 12,539,478         | 14,709,351              | 12   | 14.2   |
| BOEING 787 8                             | 47,598          | -           | 6,547         | -     | 60,496         | -     | 1,164,963           | 8,504,442          | 10,185,607              | 12   | 13.8   |
| BOEING 787 9                             | 73,275          | -           | 9,522         | -     | 92,539         | -     | 1,650,162           | 12,875,753         | 15,827,037              | 18   | 14.1   |
| Total                                    | 754,804         | -           | 290,271       | -     | 1,111,044      | -     | 44,425,134          | 152,763,734        | 182,462,818             | 280  | 11.0   |
| CARGOLOGICAIR LTD                        |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOEING 747 400                           | -               | 7,100       | -             | 1,415 | -              | 9,455 | -                   | -                  | -                       | 3  | 8.6  |



|   | Aircraft-Km     |             | Stage Flights |        | Aircraft Hours |        | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2019 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2019 |
|---|-----------------|-------------|---------------|--------|----------------|--------|---------------------|--------------------|-------------------------|--|--|
|   | Passenger (000) | Cargo (000) | Passenger     | Cargo  | Passenger      | Cargo  |                     |                    |                         |  |  |
| <b>CARGOLOGICAIR LTD</b>                        |                 |             |               |        |                |        |                     |                    |                         |  |  |
| BOEING 747 8                                    | -               | 3,080       | -             | 579    | -              | 4,083  | -                   | -                  | -                       | 1  | 11.2   |
| Total   | -               | 10,180      | -             | 1,994  | -              | 13,538 | -                   | -                  | -                       | 4  | 9.3  |
| <b>CATREUS AOC LTD</b>                          |                 |             |               |        |                |        |                     |                    |                         |  |  |
| BOMBARDIER BD100 1A10 NO MASTER SERIES ASSIGNED | 123             | -           | 86            | -      | 174            | -      | 339                 | 526                | 1,231                   | 1  | 0.7  |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 273             | -           | 67            | -      | 335            | -      | 284                 | 1,266              | 3,554                   | 1  | 1.4  |
| CESSNA 510 NO MASTER SERIES ASSIGNED            | 45              | -           | 54            | -      | 93             | -      | -                   | 107                | 181                     | -  | 0.3  |
| CESSNA 525 NO MASTER SERIES ASSIGNED            | 64              | -           | 62            | -      | 116            | -      | -                   | 128                | 346                     | 3  | 0.2  |
| CESSNA 560 NO MASTER SERIES ASSIGNED            | 265             | -           | 227           | -      | 422            | -      | -                   | 1,071              | 2,341                   | 3  | 0.8  |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED        | 135             | -           | 126           | -      | 222            | -      | -                   | 417                | 1,013                   | 2  | 0.5  |
| Total   | 906             | -           | 622           | -      | 1,362          | -      | 623                 | 3,515              | 8,666                   | 10   | 0.6  |
| <b>DHL AIR LTD</b>                              |                 |             |               |        |                |        |                     |                    |                         |  |  |
| BOEING 757 200                                  | -               | 12,768      | -             | 16,155 | -              | 25,327 | -                   | -                  | -                       | 23   | 2.9  |
| BOEING 767 300F                                 | -               | 7,370       | -             | 1,981  | -              | 9,903  | -                   | -                  | -                       | 3  | 9.0  |
| Total   | -               | 20,137      | -             | 18,136 | -              | 35,230 | -                   | -                  | -                       | 26   | 3.6  |
| <b>EASTERN AIRWAYS</b>                          |                 |             |               |        |                |        |                     |                    |                         |  |  |
| ATR ATR72 200                                   | 767             | -           | 2,280         | -      | 1,949          | -      | 72,023              | 25,418             | 56,745                  | 2  | 2.7  |
| BAE JETSTREAM 4100 4100                         | 1,423           | -           | 5,166         | -      | 3,843          | -      | 69,555              | 19,934             | 41,266                  | 13   | 0.7  |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED        | 1,114           | -           | 2,528         | -      | 2,116          | -      | 67,119              | 30,605             | 55,675                  | 2  | 2.4  |



|   | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2019 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2019 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
|   | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo |                     |                    |                         |  |  |
| EASTERN AIRWAYS                                 |                 |             |               |       |                |       |                     |                    |                         |  |  |
| SAAB 2000 NO MASTER SERIES ASSIGNED             | 856             | -           | 2,673         | -     | 1,950          | -     | 57,531              | 19,805             | 42,807                  | 4  | 0.9  |
| Total   | 4,159           | -           | 12,647        | -     | 9,858          | -     | 266,228             | 95,762             | 196,493                 | 21   | 1.1  |
| EASYJET UK LTD                                  |                 |             |               |       |                |       |                     |                    |                         |  |  |
| AIRBUS A319 100                                 | 137,351         | -           | 140,633       | -     | 258,957        | -     | 19,165,166          | 19,161,082         | 21,426,747              | 72   | 9.7  |
| AIRBUS A320 200                                 | 128,422         | -           | 97,535        | -     | 219,517        | -     | 15,736,435          | 21,437,236         | 23,560,779              | 54   | 10.5   |
| AIRBUS A320 200N                                | 66,340          | -           | 44,363        | -     | 109,655        | -     | 7,272,563           | 11,228,970         | 12,217,321              | 34   | 11.3   |
| AIRBUS A321 200N                                | 15,943          | -           | 7,411         | -     | 24,636         | -     | 1,586,009           | 3,450,987          | 3,746,434               | 7  | 12.4   |
| Total   | 348,056         | -           | 289,942       | -     | 612,765        | -     | 43,760,173          | 55,278,275         | 60,951,281              | 167  | 10.3   |
| EXECUJET EUROPE                                 |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 34              | -           | 13            | -     | 47             | -     | 84                  | 204                | 478                     | 1  | 0.1  |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED    | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 1  | -  |
| Total   | 34              | -           | 13            | -     | 47             | -     | 84                  | 204                | 478                     | 2  | 0.1  |
| EXECUTIVE JET CHARTER LTD                       |                 |             |               |       |                |       |                     |                    |                         |  |  |
| AGUSTA AW139 NO MASTER SERIES ASSIGNED          | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 2  | -  |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED  | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 1  | -  |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED    | 60              | -           | 35            | -     | 80             | -     | 104                 | 196                | 841                     | 1  | 0.3  |
| EUROCOPTER AS365 NO MASTER SERIES ASSIGNED      | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 1  | -  |



|   | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2019 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2019 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
|   | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo |                     |                    |                         |  |  |
| EXECUTIVE JET CHARTER LTD                       |                 |             |               |       |                |       |                     |                    |                         |  |  |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED        | 451             | -           | 134           | -     | 554            | -     | 323                 | 1,047              | 5,345                   | 2  | 0.9  |
| Total   | 512             | -           | 169           | -     | 634            | -     | 427                 | 1,243              | 6,186                   | 7  | 0.3  |
| FLYBE LTD                                       |                 |             |               |       |                |       |                     |                    |                         |  |  |
| ATR ATR72 200                                   | 2,986           | -           | 8,828         | -     | 9,235          | -     | -                   | 128,932            | 208,996                 | 4  | 5.3  |
| DE HAVILLAND DHC8 400                           | 44,098          | -           | 105,071       | -     | 128,975        | -     | 6,238,399           | 2,682,295          | 3,439,667               | 54   | 6.5  |
| EMBRAER ERJ170 200                              | 12,974          | -           | 20,797        | -     | 29,293         | -     | 1,429,566           | 910,256            | 1,141,703               | 11   | 7.3  |
| EMBRAER ERJ190 200                              | 6,738           | -           | 8,054         | -     | 13,561         | -     | 744,904             | 638,187            | 795,044                 | 4  | 6.9  |
| Total   | 66,796          | -           | 142,750       | -     | 181,064        | -     | 8,412,869           | 4,359,670          | 5,585,410               | 73   | 6.6  |
| GAMA AVIATION (UK) LTD                          |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BEECH 200 NO MASTER SERIES ASSIGNED             | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 4  | -  |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 182             | -           | 145           | -     | 257            | -     | 403                 | 512                | 2,188                   | 3  | 0.2  |
| CANADAIR CL600 2B16 600                         | 130             | -           | 128           | -     | 191            | -     | 488                 | 363                | 1,258                   | 4  | 0.1  |
| CESSNA 510 NO MASTER SERIES ASSIGNED            | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 2  | -  |
| CESSNA 560 NO MASTER SERIES ASSIGNED            | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 3  | -  |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED         | 31              | -           | 5             | -     | 37             | -     | 14                  | 86                 | 428                     | -  | 0.2  |
| HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED     | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 1  | -  |
| Total   | 343             | -           | 278           | -     | 485            | -     | 905                 | 961                | 3,874                   | 17   | 0.1  |
| JET2.COM LTD                                    |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOEING 737 300                                  | 12,272          | -           | 8,033         | -     | 20,535         | -     | 1,048,861           | 1,626,305          | 1,816,191               | 9  | 5.3  |



|   | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2019 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2019 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
|   | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo |                     |                    |                         |  |  |
| JET2.COM LTD                                    |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOEING 737 800                                  | 140,728         | -           | 62,837        | -     | 214,917        | -     | 10,702,681          | 24,111,711         | 26,597,653              | 69   | 8.9  |
| BOEING 757 200                                  | 17,578          | -           | 7,306         | -     | 26,445         | -     | 1,574,180           | 3,804,007          | 4,130,860               | 10   | 6.7  |
| Total   | 170,578         | -           | 78,176        | -     | 261,897        | -     | 13,325,722          | 29,542,023         | 32,544,704              | 88   | 8.2  |
| JOTA AVIATION LTD                               |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BAE AVRO146RJ 100                               | 509             | -           | 787           | -     | 1,150          | -     | 7,498               | 35,546             | 48,419                  | 1  | 3.2  |
| BAE AVRO146RJ 85                                | 329             | -           | 429           | -     | 738            | -     | 10,793              | 21,215             | 31,133                  | 1  | 2.0  |
| BAE BAE146 200                                  | 172             | -           | 235           | -     | 382            | -     | 9,624               | 9,384              | 15,515                  | 1  | 1.0  |
| BAE BAE146 300                                  | -               | 196         | -             | 160   | -              | 373   | -                   | -                  | -                       | 2  | 0.5  |
| Total   | 1,010           | 196         | 1,451         | 160   | 2,270          | 373   | 27,915              | 66,145             | 95,067                  | 5  | 1.4  |
| LOGANAIR LTD                                    |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES  | 187             | -           | 5,359         | -     | 1,333          | -     | 20,389              | 922                | 1,494                   | 2  | 1.8  |
| DE HAVILLAND DHC6 400                           | 570             | -           | 3,399         | -     | 3,145          | -     | 29,579              | 5,095              | 10,836                  | 3  | 2.9  |
| DORNIER 328 NO MASTER SERIES ASSIGNED           | 205             | -           | 566           | -     | 633            | -     | 10,369              | 4,181              | 6,371                   | -  | 3.3  |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED        | 2,298           | -           | 4,615         | -     | 5,453          | -     | 92,210              | 47,063             | 85,028                  | 4  | 4.4  |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED        | 6,810           | -           | 13,646        | -     | 16,368         | -     | 314,216             | 174,697            | 333,598                 | 13   | 4.3  |
| SAAB 2000 NO MASTER SERIES ASSIGNED             | 1,838           | -           | 5,010         | -     | 5,345          | -     | 74,944              | 38,140             | 91,895                  | 4  | 3.2  |
| SAAB 340 NO MASTER SERIES ASSIGNED              | 5,785           | 1           | 20,629        | 1     | 20,126         | 3     | 391,609             | 119,810            | 191,262                 | 16   | 3.4  |
| Total   | 17,693          | 1           | 53,224        | 1     | 52,402         | 3     | 933,316             | 389,908            | 720,484                 | 42   | 3.6  |
| LONDON EXECUTIVE AVIATION LTD                   |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 88              | -           | 32            | -     | 110            | -     | 80                  | 152                | 1,315                   | 1  | 1.6  |
| CANADAIR CL600 2B16 600                         | 48              | -           | 23            | -     | 67             | -     | 92                  | 172                | 578                     | 1  | 1.0  |



|  | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2019 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2019 |
|--|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo |                     |                    |                         |  |  |
| LONDON EXECUTIVE AVIATION LTD                  |                 |             |               |       |                |       |                     |                    |                         |  |  |
| CESSNA 550 NO MASTER SERIES ASSIGNED           | 5               | -           | 7             | -     | 11             | -     | -                   | 17                 | 42                      | 1  | 0.2  |
| CESSNA 560 NO MASTER SERIES ASSIGNED           | 67              | -           | 84            | -     | 114            | -     | -                   | 218                | 605                     | 4  | 0.4  |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | 48              | -           | 28            | -     | 66             | -     | 96                  | 143                | 480                     | 2  | 0.5  |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED       | 134             | -           | 103           | -     | 208            | -     | 562                 | 687                | 1,739                   | 4  | 0.8  |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED       | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 1  | -  |
| Total  | 390             | -           | 277           | -     | 576            | -     | 830                 | 1,389              | 4,759                   | 14   | 0.6  |
| NORWEGIAN AIR UK LTD                           |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOEING 737 800                                 | 499             | -           | 278           | -     | 800            | -     | -                   | 61,922             | 92,846                  | -  | 10.3   |
| BOEING 787 9                                   | 50,419          | -           | 6,889         | -     | 62,686         | -     | 1,787,197           | 14,532,953         | 17,344,305              | 13   | 13.5   |
| Total  | 50,919          | -           | 7,167         | -     | 63,486         | -     | 1,787,197           | 14,594,875         | 17,437,151              | 13   | 13.4   |
| RVL AVIATION LTD                               |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BEECH 200 NO MASTER SERIES ASSIGNED            | 76              | 11          | 185           | 21    | 163            | 24    | -                   | 145                | 451                     | 4  | 0.1  |
| CESSNA 310 NO MASTER SERIES ASSIGNED           | -               | 1           | -             | 3     | -              | 4     | -                   | -                  | -                       | 3  | -  |
| CESSNA 402 NO MASTER SERIES ASSIGNED           | -               | -           | -             | 1     | -              | 1     | -                   | -                  | -                       | 1  | -  |
| CESSNA 404 NO MASTER SERIES ASSIGNED           | -               | 1           | -             | 2     | -              | 3     | -                   | -                  | -                       | 3  | -  |
| CESSNA F406 NO MASTER SERIES ASSIGNED          | 1               | 228         | 2             | 600   | 2              | 690   | -                   | 2                  | 5                       | 7  | 0.3  |
| Total  | 76              | 242         | 187           | 627   | 165            | 722   | -                   | 147                | 456                     | 18   | 0.1  |



|   | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2019 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2019 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
|   | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo |                     |                    |                         |  |  |
| RYANAIR UK LTD                                  |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOEING 737 800                                  | 1,702           | -           | 1,396         | -     | 2,990          | -     | -                   | 283,281            | 321,669                 | 1  | 10.1   |
| Total   | 1,702           | -           | 1,396         | -     | 2,990          | -     | -                   | 283,281            | 321,669                 | 1  | 10.1   |
| SAXONAIR CHARTER LTD                            |                 |             |               |       |                |       |                     |                    |                         |  |  |
| CANADAIR CL600 2B16 600                         | 219             | -           | 162           | -     | 329            | -     | 805                 | 1,042              | 2,194                   | 1  | 1.1  |
| CESSNA 510 NO MASTER SERIES ASSIGNED            | 11              | -           | 18            | -     | 24             | -     | -                   | 21                 | 42                      | 1  | 0.1  |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED        | 33              | -           | 35            | -     | 56             | -     | -                   | 130                | 297                     | 2  | 0.1  |
| EMBRAER EMB550 NO MASTER SERIES ASSIGNED        | 122             | -           | 107           | -     | 181            | -     | 488                 | 520                | 1,217                   | -  | 0.7  |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED         | 317             | -           | 91            | -     | 394            | -     | 421                 | 1,537              | 5,077                   | 1  | 1.1  |
| HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED     | 51              | -           | 45            | -     | 79             | -     | -                   | 212                | 455                     | 1  | 0.1  |
| Total   | 753             | -           | 458           | -     | 1,063          | -     | 1,714               | 3,462              | 9,282                   | 6  | 0.4  |
| TAG AVIATION (UK) LTD                           |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOEING 757 200                                  | 350             | -           | 131           | -     | 476            | -     | 5,444               | 16,339             | 30,900                  | 1  | 1.3  |
| BOMBARDIER BD100 1A10 NO MASTER SERIES ASSIGNED | 10              | -           | 15            | -     | 17             | -     | 22                  | 13                 | 86                      | -  | 0.1  |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 26              | -           | 13            | -     | 35             | -     | 30                  | 52                 | 347                     | 2  | -  |
| BOMBARDIER BD700 1A11 NO MASTER SERIES ASSIGNED | 156             | -           | 127           | -     | 222            | -     | 460                 | 618                | 2,177                   | 1  | 0.6  |
| CANADAIR CL600 2B16 600                         | 137             | -           | 115           | -     | 206            | -     | 463                 | 616                | 1,452                   | 3  | 0.2  |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED  | 181             | -           | 130           | -     | 263            | -     | 269                 | 373                | 1,632                   | 1  | 0.7  |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED    | 328             | -           | 126           | -     | 420            | -     | 393                 | 939                | 4,281                   | 2  | 0.5  |





|   | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2019 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2019 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
|   | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo |                     |                    |                         |  |  |
| TAG AVIATION (UK) LTD                           |                 |             |               |       |                |       |                     |                    |                         |  |  |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED | 28              | -           | 12            | -     | 36             | -     | 42                  | 103                | 387                     | -  | 0.3  |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED        | 27              | -           | 30            | -     | 45             | -     | 75                  | 74                 | 356                     | -  | 0.3  |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED         | 260             | -           | 115           | -     | 338            | -     | 423                 | 1,101              | 4,683                   | 1  | 0.9  |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED        | 91              | -           | 34            | -     | 112            | -     | 171                 | 435                | 1,278                   | 1  | 0.3  |
| Total   | 1,595           | -           | 848           | -     | 2,169          | -     | 7,792               | 20,663             | 47,579                  | 12   | 0.4  |
| THOMAS COOK AIRLINES LTD                        |                 |             |               |       |                |       |                     |                    |                         |  |  |
| AIRBUS A321 200                                 | 50,363          | -           | 18,613        | -     | 73,672         | -     | 3,676,803           | 10,105,805         | 11,078,377              | -  | 11.9   |
| AIRBUS A330 200                                 | 23,424          | -           | 3,267         | -     | 29,960         | -     | 842,410             | 6,942,749          | 7,480,715               | -  | 14.1   |
| AIRBUS A330 300                                 | 1,027           | -           | 158           | -     | 1,327          | -     | 54,013              | 354,378            | 382,010                 | -  | 13.1   |
| BOEING 757-300                                  | 38              | -           | 15            | -     | 56             | -     | 3,326               | 8,157              | 10,504                  | -  | 0.6  |
| Total   | 74,851          | -           | 22,053        | -     | 105,015        | -     | 4,576,552           | 17,411,089         | 18,951,606              | -  | 12.4   |
| TITAN AIRWAYS LTD                               |                 |             |               |       |                |       |                     |                    |                         |  |  |
| AIRBUS A318 100                                 | 152             | -           | 68            | -     | 231            | -     | 1,417               | 3,470              | 4,866                   | 1  | 0.6  |
| AIRBUS A320 200                                 | 3,673           | -           | 1,781         | -     | 5,640          | -     | 94,963              | 555,524            | 661,102                 | 2  | 7.7  |
| AIRBUS A321 200                                 | 5,444           | -           | 2,412         | -     | 8,195          | -     | 39,288              | 1,029,698          | 1,194,153               | 3  | 7.5  |
| BOEING 737 400                                  | 2               | 654         | 1             | 1,162 | 3              | 1,391 | -                   | -                  | 314                     | 2  | 2.5  |
| BOEING 757 200                                  | 1,931           | -           | 991           | -     | 3,018          | -     | 55,491              | 294,781            | 402,592                 | 2  | 4.1  |
| BOEING 767 300F                                 | 1,020           | -           | 381           | -     | 1,494          | -     | 21,305              | 157,562            | 270,327                 | 1  | 4.1  |
| Total   | 12,222          | 654         | 5,634         | 1,162 | 18,581         | 1,391 | 212,464             | 2,041,035          | 2,533,354               | 11   | 5.2  |
| TUI AIRWAYS LTD                                 |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOEING 737 8                                    | 1,096           | -           | 463           | -     | 1,665          | -     | 80,068              | 189,613            | 207,214                 | 6  | 6.9  |
| BOEING 737 800                                  | 73,275          | -           | 30,579        | -     | 108,789        | -     | 5,355,397           | 12,883,263         | 13,848,965              | 25   | 10.7   |



|   | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2019 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2019 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|--|--|
|   | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo |                     |                    |                         |  |  |
| TUI AIRWAYS LTD                                 |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOEING 757 200                                  | 28,112          | -           | 10,625        | -     | 40,878         | -     | 2,130,356           | 5,665,705          | 6,174,294               | 10   | 9.4  |
| BOEING 767 300F                                 | 6,425           | -           | 1,729         | -     | 8,945          | -     | 378,930             | 1,914,191          | 2,040,334               | 1  | 10.7   |
| BOEING 787 8                                    | 32,973          | -           | 5,310         | -     | 41,393         | -     | 1,430,015           | 9,339,592          | 9,963,723               | 8  | 14.2   |
| BOEING 787 9                                    | 17,059          | -           | 2,767         | -     | 21,452         | -     | 830,618             | 5,516,146          | 5,885,252               | 6  | 13.8   |
| Total   | 158,939         | -           | 51,473        | -     | 223,122        | -     | 10,205,384          | 35,508,510         | 38,119,782              | 56   | 11.1   |
| VIRGIN ATLANTIC AIRWAYS LTD                     |                 |             |               |       |                |       |                     |                    |                         |  |  |
| AIRBUS A330 200                                 | 9,676           | -           | 1,528         | -     | 12,453         | -     | 301,764             | 2,103,465          | 2,777,154               | 3  | 12.6   |
| AIRBUS A330 300                                 | 37,874          | -           | 6,616         | -     | 50,677         | -     | 1,388,437           | 7,971,918          | 10,074,500              | 10   | 13.9   |
| AIRBUS A340-600                                 | 15,925          | -           | 2,677         | -     | 21,271         | -     | 641,473             | 3,804,894          | 4,905,020               | 3  | 10.4   |
| AIRBUS A350 1000                                | 3,055           | -           | 550           | -     | 3,997          | -     | 154,969             | 860,852            | 1,023,508               | 4  | 13.5   |
| BOEING 747 400                                  | 27,682          | -           | 4,126         | -     | 34,678         | -     | 1,505,929           | 10,142,700         | 12,595,200              | 7  | 11.9   |
| BOEING 787 9                                    | 65,045          | -           | 7,596         | -     | 80,354         | -     | 1,609,413           | 13,810,733         | 17,171,918              | 17   | 13.0   |
| Total   | 159,258         | -           | 23,093        | -     | 203,429        | -     | 5,601,985           | 38,694,562         | 48,547,300              | 44   | 12.7   |
| VIRGIN ATLANTIC INTERNATIONAL                   |                 |             |               |       |                |       |                     |                    |                         |  |  |
| AIRBUS A330 200                                 | 4,445           | -           | 854           | -     | 5,825          | -     | 139,698             | 949,285            | 1,275,572               | 1  | 12.3   |
| Total   | 4,445           | -           | 854           | -     | 5,825          | -     | 139,698             | 949,285            | 1,275,572               | 1  | 12.3   |
| VOLUXIS LTD                                     |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 72              | -           | 14            | -     | 86             | -     | 65                  | 366                | 970                     | 1  | 0.2  |
| HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED     | 296             | -           | 260           | -     | 477            | -     | -                   | 1,049              | 2,339                   | 3  | 0.4  |
| Total   | 368             | -           | 274           | -     | 563            | -     | 65                  | 1,415              | 3,309                   | 4  | 0.3  |
| WEST ATLANTIC UK LTD                            |                 |             |               |       |                |       |                     |                    |                         |  |  |
| BOEING 737 300                                  | -               | 1,386       | -             | 2,063 | -              | 2,941 | -                   | -                  | -                       | 6  | 1.3  |



|                      | Aircraft-Km     |             | Stage Flights |        | Aircraft Hours |        | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2019 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2019 |
|----------------------|-----------------|-------------|---------------|--------|----------------|--------|---------------------|--------------------|-------------------------|--|--|
|                      | Passenger (000) | Cargo (000) | Passenger     | Cargo  | Passenger      | Cargo  |                     |                    |                         |  |  |
| WEST ATLANTIC UK LTD |                 |             |               |        |                |        |                     |                    |                         |  |  |
| BOEING 737 400       | -               | 4,365       | -             | 8,513  | -              | 10,098 | -                   | -                  | -                       | 13   | 2.1  |
| BOEING 737 800       | -               | 2,706       | -             | 3,429  | -              | 5,019  | -                   | -                  | -                       | 4  | 3.5  |
| Total                | -               | 8,458       | -             | 14,005 | -              | 18,057 | -                   | -                  | -                       | 23   | 2.1  |
| WIZZ AIR UK LTD      |                 |             |               |        |                |        |                     |                    |                         |  |  |
| AIRBUS A320 200      | 12,493          | -           | 6,414         | -      | 19,399         | -      | 1,010,168           | 2,026,941          | 2,323,696               | 3  | 13.3   |
| AIRBUS A321 200      | 17,239          | -           | 9,250         | -      | 27,024         | -      | 1,834,754           | 3,460,295          | 3,965,081               | 7  | 12.9   |
| Total                | 29,732          | -           | 15,664        | -      | 46,423         | -      | 2,844,922           | 5,487,236          | 6,288,777               | 10   | 13.1   |
| Grand Total          | 1,903,390       | 39,904      | 1,063,676     | 36,202 | 2,998,578      | 69,427 | 140,111,999         | 361,946,847        | 421,951,778             | 1,009                                      | 8.3  |

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

(d) Excludes some charter operations performed by aircraft below 15 MTOM