



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jan 2018 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jan 2018 |
|--|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| ACROPOLIS AVIATION LTD | | | | | | | | | | | |
| AIRBUS A319 100 | 30 | - | 14 | - | 41 | - | 70 | 178 | 571 | 1 | 1.1 |
| Total | 30 | - | 14 | - | 41 | - | 70 | 178 | 571 | 1 | 1.1 |
| AIRTANKER SERVICES LTD | | | | | | | | | | | |
| AIRBUS A330-200 | 618 | - | 107 | - | 810 | - | 4,677 | 138,697 | 188,240 | 4 | 8.5 |
| Total | 618 | - | 107 | - | 810 | - | 4,677 | 138,697 | 188,240 | 4 | 8.5 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| ATR ATR42 500 | 8 | - | 22 | - | 25 | - | 561 | 200 | 366 | 1 | 2.8 |
| ATR ATR72 200 | 82 | - | 228 | - | 281 | - | 7,952 | 2,897 | 5,893 | 3 | 4.6 |
| DORNIER 228 200 | 31 | - | 363 | - | 175 | - | 3,183 | 267 | 550 | 4 | 1.5 |
| EMBRAER ERJ190 200 | 58 | - | 221 | - | 198 | - | 19,800 | 5,088 | 7,087 | 1 | 6.8 |
| Total | 178 | - | 834 | - | 679 | - | 31,496 | 8,452 | 13,896 | 9 | 3.3 |
| BA CITYFLYER LTD | | | | | | | | | | | |
| EMBRAER ERJ170 100 | 304 | - | 632 | - | 761 | - | 29,866 | 14,779 | 23,092 | 6 | 6.0 |
| EMBRAER ERJ190 100 | 1,440 | - | 2,060 | - | 3,057 | - | 127,143 | 91,630 | 141,155 | 15 | 6.9 |
| Total | 1,744 | - | 2,692 | - | 3,818 | - | 157,009 | 106,409 | 164,247 | 21 | 6.6 |
| BAE SYSTEMS (CORP AIR TVL) LTD | | | | | | | | | | | |
| BAE BAE146 200 | 23 | - | 19 | - | 38 | - | 541 | 642 | 1,580 | 2 | 0.4 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 7 | - | 24 | - | 17 | - | 646 | 200 | 364 | 1 | 0.7 |
| Total | 30 | - | 43 | - | 55 | - | 1,187 | 842 | 1,944 | 3 | 0.5 |
| BLUE ISLANDS LIMITED | | | | | | | | | | | |
| ATR ATR42 300 | 2 | - | 40 | - | 14 | - | 975 | 49 | 86 | 1 | 2.6 |
| ATR ATR42 500 | 27 | - | 181 | - | 127 | - | 3,863 | 573 | 1,294 | 1 | 3.0 |
| ATR ATR72 200 | 87 | - | 509 | - | 366 | - | 18,010 | 3,138 | 5,947 | 3 | 4.1 |
| Total | 116 | - | 730 | - | 507 | - | 22,848 | 3,760 | 7,327 | 5 | 3.6 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jan 2018 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jan 2018 |
|--|-----------------|-------------|---------------|------------|----------------|------------|------------------|-------------------|-------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| BMI REGIONAL | | | | | | | | | | | |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 331 | - | 523 | - | 721 | - | 9,922 | 6,386 | 12,262 | 4 | 4.8 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 1,319 | - | 2,093 | - | 2,861 | - | 38,737 | 33,732 | 64,619 | 16 | 6.0 |
| Total | 1,650 | - | 2,616 | - | 3,582 | - | 48,659 | 40,118 | 76,881 | 20 | 5.8 |
| BRITISH AIRWAYS PLC | | | | | | | | | | | |
| AIRBUS A318 100 | 246 | - | 66 | - | 355 | - | 831 | 4,643 | 7,868 | 1 | 10.2 |
| AIRBUS A319 100 | 4,680 | - | 6,064 | - | 10,276 | - | 572,637 | 447,324 | 625,102 | 44 | 7.6 |
| AIRBUS A320 200 | 7,869 | - | 7,334 | - | 15,226 | - | 832,923 | 909,007 | 1,241,025 | 67 | 8.5 |
| AIRBUS A321 200 | 2,098 | - | 2,068 | - | 4,233 | - | 261,521 | 250,225 | 369,934 | 18 | 8.4 |
| AIRBUS A380 800 | 3,586 | - | 396 | - | 4,473 | - | 149,810 | 1,363,027 | 1,681,714 | 12 | 12.2 |
| BOEING 747 400 | 11,043 | - | 1,606 | - | 13,979 | - | 382,210 | 2,678,984 | 3,403,552 | 36 | 12.6 |
| BOEING 767-300 | 827 | - | 705 | - | 1,563 | - | 114,549 | 141,082 | 207,481 | 7 | 7.4 |
| BOEING 777 200 | 15,211 | - | 2,449 | - | 19,705 | - | 424,861 | 2,870,425 | 3,678,053 | 46 | 14.3 |
| BOEING 777 300 | 4,307 | - | 557 | - | 5,519 | - | 113,665 | 994,148 | 1,279,032 | 12 | 13.3 |
| BOEING 787 8 | 3,029 | - | 422 | - | 3,901 | - | 73,658 | 534,860 | 648,241 | 9 | 14.8 |
| BOEING 787 9 | 5,897 | - | 794 | - | 7,486 | - | 129,225 | 973,078 | 1,273,728 | 16 | 14.0 |
| Total | 58,793 | - | 22,461 | - | 86,714 | - | 3,055,890 | 11,166,803 | 14,415,730 | 268 | 10.8 |
| CARGOLOGICAIR LTD | | | | | | | | | | | |
| BOEING 747 400 | - | 379 | - | 94 | - | 516 | - | - | - | 2 | 10.7 |
| BOEING 747 8 | - | 276 | - | 59 | - | 376 | - | - | - | 1 | 12.1 |
| Total | - | 655 | - | 153 | - | 892 | - | - | - | 3 | 11.2 |
| CELLO AVIATION LTD | | | | | | | | | | | |
| BAE AVRO146RJ 100 | 11 | - | 15 | - | 20 | - | 121 | 446 | 1,068 | 1 | - |
| BAE BAE146 200 | - | - | - | - | - | - | - | - | - | 1 | 0.3 |
| BOEING 737-300 | 11 | - | 9 | - | 18 | - | 401 | 451 | 662 | 1 | 0.2 |
| Total | 22 | - | 24 | - | 38 | - | 522 | 897 | 1,730 | 3 | 0.2 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jan 2018 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jan 2018 |
|--|-----------------|--------------|---------------|--------------|----------------|--------------|------------------|------------------|------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| DHL AIR LTD | | | | | | | | | | | |
| BOEING 757-200 | - | 1,038 | - | 1,222 | - | 2,027 | - | - | - | 21 | 2.0 |
| BOEING 767-300 | - | 996 | - | 300 | - | 1,378 | - | - | - | 4 | 7.8 |
| Total | - | 2,034 | - | 1,522 | - | 3,405 | - | - | - | 25 | 2.9 |
| EASTERN AIRWAYS | | | | | | | | | | | |
| ATR ATR72 200 | 56 | - | 160 | - | 145 | - | 4,558 | 1,639 | 4,170 | 1 | 3.8 |
| BAE JETSTREAM 4100 4100 | 237 | - | 884 | - | 652 | - | 9,185 | 3,218 | 6,882 | 17 | 1.3 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 120 | - | 231 | - | 223 | - | 6,105 | 3,549 | 6,004 | 3 | 2.7 |
| EMBRAER ERJ170 100 | 118 | - | 213 | - | 224 | - | 238 | 5,010 | 8,999 | 2 | 3.9 |
| SAAB 2000 NO MASTER SERIES ASSIGNED | 260 | - | 733 | - | 585 | - | 10,727 | 5,911 | 13,024 | 9 | 2.2 |
| Total | 793 | - | 2,221 | - | 1,829 | - | 30,813 | 19,327 | 39,079 | 32 | 2.0 |
| EASYJET AIRLINE COMPANY LTD | | | | | | | | | | | |
| AIRBUS A319 100 | 13,756 | - | 15,514 | - | 26,396 | - | 1,992,108 | 1,792,182 | 2,145,883 | 126 | 8.3 |
| AIRBUS A320 200 | 13,043 | - | 11,230 | - | 22,962 | - | 1,721,739 | 2,059,061 | 2,420,274 | 96 | 9.5 |
| AIRBUS A320 200N | 738 | - | 384 | - | 1,169 | - | 62,575 | 122,953 | 137,263 | 4 | 10.5 |
| Total | 27,537 | - | 27,128 | - | 50,526 | - | 3,776,422 | 3,974,196 | 4,703,420 | 226 | 8.9 |
| EXECUTIVE JET CHARTER LTD | | | | | | | | | | | |
| AEROSPATIALE AS365 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| AGUSTA AW139 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | 1 | - | 1 | - | 2 | - | 2 | 2 | 8 | 2 | 0.1 |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 16 | - | 4 | - | 20 | - | 15 | 76 | 224 | 1 | 0.1 |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | 30 | - | 6 | - | 35 | - | 11 | 63 | 330 | 1 | 0.8 |
| Total | 47 | - | 11 | - | 56 | - | 28 | 141 | 562 | 7 | 0.2 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jan 2018 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jan 2018 |
|---|-----------------|-------------|---------------|----------|----------------|----------|----------------|----------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| FLYBE LTD | | | | | | | | | | | |
| ATR ATR72 200 | 266 | - | 784 | - | 663 | - | - | 10,266 | 18,616 | 5 | 6.2 |
| DE HAVILLAND DHC8 400 | 3,377 | - | 7,944 | - | 7,612 | - | 403,962 | 174,546 | 263,379 | 56 | 6.3 |
| EMBRAER ERJ170 200 | 935 | - | 1,485 | - | 1,654 | - | 93,212 | 59,058 | 82,315 | 11 | 7.4 |
| EMBRAER ERJ190 200 | 552 | - | 897 | - | 970 | - | 62,270 | 38,109 | 65,166 | 7 | 6.4 |
| Total | 5,130 | - | 11,110 | - | 10,898 | - | 559,444 | 281,979 | 429,476 | 79 | 6.5 |
| GAMA AVIATION (UK) LTD | | | | | | | | | | | |
| BEECH 200 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 4 | - |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 2 | - | 6 | - | 4 | - | 9 | 3 | 25 | 3 | - |
| CANADAIR CL600 2B16 600 | 7 | - | 12 | - | 11 | - | 44 | 21 | 69 | 3 | - |
| CESSNA 510 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 560 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 18 | - | 3 | - | 22 | - | 21 | 130 | 247 | 1 | 0.8 |
| LEARJET 45 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| RAYTHEON HAWKER 800 | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 27 | - | 21 | - | 37 | - | 74 | 154 | 341 | 17 | - |
| JET2.COM LTD | | | | | | | | | | | |
| BOEING 737-300 | 404 | - | 324 | - | 736 | - | 36,848 | 49,074 | 59,752 | 18 | 3.7 |
| BOEING 737-800 | 4,218 | - | 1,832 | - | 6,502 | - | 291,703 | 688,991 | 797,133 | 45 | 6.9 |
| BOEING 757-200 | 378 | - | 148 | - | 563 | - | 31,737 | 82,259 | 88,794 | 11 | 4.2 |
| Total | 4,999 | - | 2,304 | - | 7,801 | - | 360,288 | 820,324 | 945,679 | 74 | 5.6 |
| JOTA AVIATION LTD | | | | | | | | | | | |
| BAE AVRO146RJ 100 | 27 | - | 41 | - | 64 | - | 234 | 1,542 | 2,626 | 1 | 1.2 |
| BAE AVRO146RJ 85 | 35 | - | 49 | - | 80 | - | 372 | 1,933 | 3,275 | 1 | 3.5 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jan 2018 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jan 2018 |
|--|-----------------|-------------|---------------|----------|----------------|----------|---------------|----------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| JOTA AVIATION LTD | | | | | | | | | | | |
| BAE BAE146 200 | - | - | 2 | - | 2 | - | 68 | 14 | 21 | 1 | 1.4 |
| BEECH 90 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | - | - |
| Total | 63 | - | 92 | - | 145 | - | 674 | 3,489 | 5,922 | 3 | 2.0 |
| LOGANAIR LTD | | | | | | | | | | | |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 15 | - | 437 | - | 108 | - | 1,548 | 67 | 119 | 2 | 1.8 |
| DE HAVILLAND DHC6 400 | 44 | - | 260 | - | 249 | - | 1,844 | 321 | 834 | 3 | 2.6 |
| DORNIER 328 NO MASTER SERIES ASSIGNED | 77 | - | 224 | - | 249 | - | 3,424 | 1,276 | 2,400 | 3 | 2.9 |
| SAAB 2000 NO MASTER SERIES ASSIGNED | 150 | - | 470 | - | 440 | - | 10,524 | 3,385 | 7,493 | 5 | 3.4 |
| SAAB 340 NO MASTER SERIES ASSIGNED | 483 | - | 1,720 | - | 1,677 | - | 27,338 | 8,363 | 16,210 | 17 | 3.5 |
| Total | 769 | - | 3,111 | - | 2,722 | - | 44,678 | 13,412 | 27,056 | 30 | 3.2 |
| NORWEGIAN AIR UK LTD | | | | | | | | | | | |
| BOEING 737-800 | 201 | - | 109 | - | 313 | - | - | 25,532 | 37,293 | 1 | 10.8 |
| BOEING 787 9 | 447 | - | 46 | - | 557 | - | 11,012 | 136,591 | 153,884 | 1 | 14.6 |
| Total | 648 | - | 155 | - | 870 | - | 11,012 | 162,123 | 191,177 | 2 | 12.7 |
| RVL AVIATION LTD | | | | | | | | | | | |
| CESSNA 310 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 4 | - |
| CESSNA 402 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 404 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 5 | - |
| CESSNA F406 NO MASTER SERIES ASSIGNED | 1 | 1 | 4 | 2 | 2 | 3 | - | 1 | 5 | 6 | 0.1 |
| Total | 1 | 1 | 4 | 2 | 2 | 3 | - | 1 | 5 | 16 | - |

Table 8.2



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jan 2018 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jan 2018 |
|---|-----------------|-------------|---------------|----------|----------------|----------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| SAXONAIR CHARTER LTD | | | | | | | | | | | |
| CESSNA 510 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| EMBRAER EMB550 NO MASTER SERIES ASSIGNED | 13 | - | 17 | - | 21 | - | 46 | 36 | 129 | 1 | 0.8 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 52 | - | 9 | - | 61 | - | 28 | 158 | 827 | 1 | 1.3 |
| RAYTHEON HAWKER 800 | - | - | - | - | - | - | - | - | - | 3 | - |
| Total | 65 | - | 26 | - | 82 | - | 74 | 194 | 956 | 7 | 0.3 |
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| AIRBUS A319 100 | - | - | - | - | - | - | - | - | - | 1 | - |
| BOEING 757-200 | - | - | - | - | - | - | - | - | - | 1 | 0.4 |
| BOMBARDIER BD100 1A10 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 45 | - | 5 | - | 52 | - | 27 | 240 | 624 | 5 | 0.3 |
| BOMBARDIER BD700 1A11 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER CL600 2B19 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| CANADAIR CL600 2B16 600 | - | - | - | - | - | - | - | - | - | 4 | 0.4 |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | 0.2 |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 3 | - |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED | 6 | - | 6 | - | 8 | - | 17 | 27 | 110 | 3 | 0.2 |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 6 | - | 10 | - | 8 | - | 20 | 11 | 75 | 2 | 0.2 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 24 | - | 9 | - | 28 | - | 34 | 99 | 455 | 1 | 0.9 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jan 2018 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jan 2018 |
|--|-----------------|-------------|---------------|-----------|----------------|-----------|----------------|------------------|------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 81 | - | 30 | - | 96 | - | 98 | 377 | 1,264 | 26 | 0.2 |
| THOMAS COOK AIRLINES LTD | | | | | | | | | | | |
| AIRBUS A320 200 | 123 | - | 40 | - | 180 | - | 6,260 | 19,450 | 22,213 | 1 | 5.5 |
| AIRBUS A321 200 | 2,627 | - | 870 | - | 3,789 | - | 159,163 | 522,836 | 577,559 | 20 | 8.4 |
| AIRBUS A330-200 | 1,685 | - | 236 | - | 2,167 | - | 62,622 | 473,855 | 534,180 | 5 | 12.3 |
| BOEING 757-300 | 450 | - | 157 | - | 654 | - | 25,634 | 107,721 | 124,472 | 5 | 9.1 |
| BOEING 767-300 | - | - | - | - | - | - | - | - | - | - | 7.3 |
| Total | 4,884 | - | 1,303 | - | 6,790 | - | 253,679 | 1,123,862 | 1,258,424 | 31 | 9.2 |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A318 100 | 11 | - | 3 | - | 17 | - | 94 | 360 | 366 | 1 | 0.9 |
| AIRBUS A320 200 | 129 | - | 91 | - | 221 | - | 13,308 | 17,762 | 23,146 | 2 | 5.7 |
| AIRBUS A321 200 | 19 | - | 16 | - | 34 | - | - | 3,396 | 4,058 | 1 | 3.2 |
| BOEING 737-300 | 20 | - | 8 | - | 30 | - | 164 | 405 | 2,663 | 1 | 1.7 |
| BOEING 737-400 | - | 43 | - | 82 | - | 98 | - | - | - | 1 | 3.1 |
| BOEING 757-200 | 41 | - | 40 | - | 81 | - | 6,571 | 6,699 | 8,768 | 2 | 3.6 |
| BOEING 767-300 | 73 | - | 18 | - | 106 | - | 2,255 | 12,640 | 19,317 | 1 | 3.1 |
| Total | 294 | 43 | 176 | 82 | 487 | 98 | 22,392 | 41,262 | 58,318 | 9 | 3.6 |
| TRIAIR (BERMUDA) LTD | | | | | | | | | | | |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 9 | - | 1 | - | 11 | - | 5 | 42 | 102 | 1 | 0.4 |
| Total | 9 | - | 1 | - | 11 | - | 5 | 42 | 102 | 1 | 0.4 |
| TUI AIRWAYS LTD | | | | | | | | | | | |
| BOEING 737-800 | 3,030 | - | 1,308 | - | 4,576 | - | 220,345 | 516,107 | 572,620 | 20 | 7.9 |



| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | | Aircraft in Service at Qrt Ended Jan 2018 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jan 2018 |
|-------------------------------|-----------------|-------------|---------------|-------|----------------|-------|------------|------------|-----------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | | |
| TUI AIRWAYS LTD | | | | | | | | | | | |
| BOEING 757-200 | 2,202 | - | 808 | - | 3,229 | - | 157,898 | 431,269 | 478,835 | 14 | 7.2 |
| BOEING 767-300 | 1,377 | - | 183 | - | 1,796 | - | - | 404,383 | 412,204 | 4 | 10.8 |
| BOEING 787 8 | 3,421 | - | 437 | - | 4,253 | - | 96,326 | 987,354 | 1,026,258 | 9 | 12.9 |
| BOEING 787 9 | 929 | - | 120 | - | 1,137 | - | 39,921 | 308,939 | 320,403 | 2 | 17.9 |
| Total | 10,959 | - | 2,856 | - | 14,991 | - | 514,490 | 2,648,052 | 2,810,320 | 49 | 9.0 |
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A330-300 | 1,722 | - | 297 | - | 2,301 | - | 56,519 | 328,843 | 457,958 | 8 | 12.0 |
| AIRBUS A340-600 | 1,811 | - | 305 | - | 2,394 | - | 71,179 | 420,129 | 557,836 | 7 | 12.5 |
| BOEING 747 400 | 1,913 | - | 264 | - | 2,354 | - | 87,078 | 634,383 | 870,542 | 8 | 12.5 |
| BOEING 787 9 | 4,423 | - | 540 | - | 5,523 | - | 105,525 | 869,195 | 1,167,752 | 14 | 12.4 |
| Total | 9,869 | - | 1,406 | - | 12,571 | - | 320,301 | 2,252,550 | 3,054,088 | 37 | 12.4 |
| VIRGIN ATLANTIC INTERNATIONAL | | | | | | | | | | | |
| AIRBUS A330-300 | 950 | - | 176 | - | 1,234 | - | 31,139 | 210,399 | 252,685 | 2 | 18.2 |
| Total | 950 | - | 176 | - | 1,234 | - | 31,139 | 210,399 | 252,685 | 2 | 18.2 |
| WEST ATLANTIC UK LTD | | | | | | | | | | | |
| BOEING 737-300 | - | 135 | - | 242 | - | 304 | - | - | - | 6 | 1.4 |
| BOEING 737-400 | - | 327 | - | 662 | - | 785 | - | - | - | 11 | 2.4 |
| Total | - | 462 | - | 904 | - | 1,088 | - | - | - | 17 | 2.1 |
| Grand Total | 130,305 | 3,195 | 81,652 | 2,663 | 207,393 | 5,485 | 9,247,969 | 23,018,040 | 28,649,440 | 1,027 | 7.6 |

(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