

Coverdale



YORKSHIRES PREMIER AVIATION SOCIETY



SD 3-60 100 G-BKMX
LEEDS BRADFORD AIRPORT 17 SEPTEMBER 1993
D.J.D CARTER

£1.75

VOL 28 Number 12

DECEMBER 2002

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Please note that all membership enquiries should be made to the Treasurer

MEETINGS AT L.B.I.A GATE 20 - 14:30hrs

SUNDAY 05 JANUARY
SUNDAY 02 FEBRUARY
SUNDAY 02 MARCH

MARTIN POWELL PRESENTS "SOMETHING FOR EVERYBODY"
MR ED ANDERSON MANAGING DIRECTOR LBIA
AIR YORKSHIRE AVIATION QUIZ, SECOND EDITION

AIR YORKSHIRE AVIATION SOCIETY NEWS

I thought when it was my turn to do the "Society News" that it would be a simple job of reporting on an exciting subject with an interesting speaker. I was not wrong! Have you ever contemplated a meeting with not one, but FOUR speakers - their combined subject - the Society's A.G.M.!

We can but applaud the efforts of the gentlemen on the top table for all their work for us in the past twelve months. Thank you all.

We needn't dwell on the Accounts since they are shown fully in the November magazine, except to say that we are still in profit.

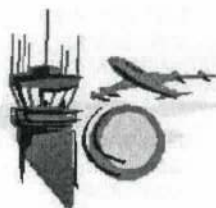
Very sorry, Noreen, that you are leaving the Committee.

Mention has been made of another trip this coming year - could we ask members, if at all possible, to support the venture because if it's anything like Duxford it would be very worthwhile.

Not content with giving us the A.G.M., we were further treated to a video on the subject of the Boeing 707 and its various derivatives, all of which were extremely interesting.

Denis Stenning

Disclaimer: The views expressed in articles in the magazine are not necessarily those of the editor and the committee



MOVEMENTS SEPTEMBER

01 Sunday

LX-ONE	Lear Jet 45	0127 1430	C-FTDA	Airbus 320	0352 0820
G-BYAK	Boeing 757	0447 0617	G-BXWE	Fokker 100	0952 1059
G-UKFO	Fokker 100	1006 1108	PH-KZO	Fokker 70	1034 1140
EL-CKS	Boeing 737	1118 1201	G-BYPU	PA-32R Saratoga	1120 1156
G-ATCU	Cessna 337	1145 1619	G-MAJM	Jetstream 41	1300 1508
OE-GAA	Citation V	1314 1436	G-LENY	PA-34 Seneca	1327 1703
JEDF	DHC-8	1330 1411	G-UKFO	Fokker 100	1416 1612
C-FTDA	Airbus 320	1500 1615	G-RJXG	EMB 145	1509 1603
G-BYPU	PA-32R Saratoga	1513 1540(17)	G-MAJG	Jetstream 41	1530 1609
G-RJXD	EMB 145	1534 1622	N79EL	Beechjet 400A	1559 1617
G-JECB	CL600 RJ	1625 1700	G-RJXE	EMB 145	1710 1816
G-RJXC	EMB 145	1721 1803	G-MAJE	Jetstream 41	1730 1805
G-MAJM	Jetstream 41	1746 1812	G-MAJH	Jetstream 41	1750 1852
G-OBMP	Boeing 737 300	1824 1919	G-FMAM	PA-28 Warrior	1836 1900
EL-CNZ	Boeing 737	1837 1908	G-JECB	CL600 RJ	1909 1949
G-UKFO	Fokker 100	1932 0624(02)	G-BYAK	Boeing 757	1941 0635(02)
G-RJXG	EMB 145	1947 0718(02)	G-MAJG	Jetstream 41	1955 0707(02)
G-OLDL	Lear Jet 45	1959 2043	G-RJXA	EMB 145	2008 2053
G-MAJE	Jetstream 41	2016 0701(02)	G-MAJK	Jetstream 41	2035 0635(02)
G-RJXC	EMB 145	2058 0804(02)	G-RJXE	EMB 145	2104 0757(02)
G-OBMP	Boeing 737 300	2203 0705(02)	G-MAJH	Jetstream 41	2211 0713(02)
C-FTDA	Airbus 320	2242 2357			

02 Monday

C-FTDA	Airbus 320	0530 0931	G-JECB	CL600 RJ	0705 0827
N750NS	Citation X	0751 0933	G-BSBW	JetRanger	0800 1022
G-SOUL	Cessna 310R	0842 1329	LZ-HMQ	Tupolev 154M	0900 1029
G-RJXJ	EMB 135	0917 1007	G-RJXG	EMB 145	0923 1034
G-MAJE	Jetstream 41	0929 1014	G-MAJG	Jetstream 41	0931 1019
G-BJCW	PA-32R Saratoga	0946 1106	G-OBMP	Boeing 737 300	0954 1103
EL-CJE	Boeing 737	0958 1039	G-UKFO	Fokker 100	1001 1055
G-MAJH	Jetstream 41	1006 1345	G-MAJK	Jetstream 41	1018 0713(03)
G-JECB	CL600 RJ	1037 1117	PH-KZM	Fokker 70	1040 1204
G-RJXE	EMB 145	1059 1155	G-RJXC	EMB 145	1131 1351
G-BYLM	PA-46 Malibu	1158 1154(04)	G-RJXJ	EMB 135	1214 1507
G-BSBW	JetRanger	1234 1409	G-MAJG	Jetstream 41	1301 1446
G-MAJI	Jetstream 41	1332 1440	G-JECB	CL600 RJ	1335 1417
G-RJXG	EMB 145	1348 1438	G-OBMP	Boeing 737 300	1407 1538
G-UKFO	Fokker 100	1411 1605	EL-COX	Boeing 737	1415 1455
G-RJXE	EMB 145	1427 1529	G-MAJD	Jetstream 41	1445 0709(03)
G-JECB	CL600 RJ	1621 1702	G-RJXC	EMB 145	1701 1746
G-MAJG	Jetstream 41	1704 1748	G-RJXE	EMB 145	1710 1742
G-RJXJ	EMB 135	1725 1755	G-MAJI	Jetstream 41	1729 1805
G-RJXG	EMB 145	1757 1835	G-MAJH	Jetstream 41	1802 1838
G-OBMP	Boeing 737 300	1828 1915	EL-CJH	Boeing 737	1830 1902
G-JECB	CL600 RJ	1909 1955	G-RJXE	EMB 145	1926 0722(03)
C-FTDA	Airbus 320	1944 2120	G-UKFO	Fokker 100	1951 0733(03)
G-RJXJ	EMB 135	1957 0737(03)	TC-APC	Boeing 737 400	2010 2134
G-MAJG	Jetstream 41	2013 0704(04)	G-MAJI	Jetstream 41	2020 0704(03)

G-RAMS PA-32R Saratoga	2030 1948(03)	G-BZSD PA-46 Malibu	2037 0801(03)
G-BYAK Boeing 757	2041 0718(03)	G-RJXC EMB 145	2100 0730(03)
G-RJXG EMB 145	2117 0757(03)	G-MAJH Jetstream 41	2155 0651(03)
G-OBMP Boeing 737 300	2203 0700(03)		

03 Tuesday

C-FTDA Airbus 320	0605 0849	G-JECC CL600 RJ	0739 0822
HB-IIO Boeing 737 700	0921 1039	G-MAJD Jetstream 41	0926 1018
G-RJXE EMB 145	0930 1029	G-RJXJ EMB 135	0936 1024
G-MAJK Jetstream 41	0943 1051	G-OBMP Boeing 737 300	0948 1057
G-MAJI Jetstream 41	0959 1042	G-MAJH Jetstream 41	1002 1347
EI-CJF Boeing 737	1015 1051	G-RJXC EMB 145	1024 1106
G-UKFO Fokker 100	1034 1127	G-JECC CL600 RJ	1036 1120
9H-ADH Boeing 737 300	1044 1202	PH-KZE Fokker 70	1047 1145
G-RJXG EMB 145	1053 1342	G-RJXJ EMB 135	1211 1508
G-MAJI Jetstream 41	1255 1433	G-MAJD Jetstream 41	1259 1439
OO-LAC King Air 200C	1301 0103(04)	G-BXSG Robinson R-22B	1308 1742
G-RJXE EMB 145	1311 1403	G-TMDP Airbus 320	1333 1456
G-RJXC EMB 145	1337 1452	G-UKFO Fokker 100	1357 1618
G-OBMP Boeing 737 300	1404 1534	EI-CON Boeing 737	1419 1458
G-MAJK Jetstream 41	1437 1515	C-FTDA Airbus 320	1440 1628
G-FMAM PA-28 Warrior	1525 1741	G-JECC CL600 RJ	1623 1704
G-MANY JetRanger	1628 1700	G-RJXC EMB 145	1647 1736
G-RJXG EMB 145	1658 1823	G-MAJD Jetstream 41	1707 1748
G-RJXE EMB 145	1714 1803	G-RJXJ EMB 135	1719 1811
G-MAJI Jetstream 41	1729 1809	G-MAJK Jetstream 41	1731 1807
G-MAJH Jetstream 41	1747 1830	G-OBMP Boeing 737 300	1814 1906
G-SMAF Sikorsky S-76A	1815 1955	G-BBXL Cessna 310Q	1819 1115(23)
EI-CJH Boeing 737	1854 1928	G-JECC CL600 RJ	1916 2004
G-RJXC EMB 145	1930 0739(04)	PH-HZM Boeing 737 800	1935 2047
G-UKFO Fokker 100	1951 0621(04)	G-RJXJ EMB 135	1958 0730(04)
G-MAJD Jetstream 41	2000 0701(04)	G-MAJK Jetstream 41	2020 0710(04)
G-MAJI Jetstream 41	2028 1439(04)	G-BYAK Boeing 757	2058 0859(04)
G-RJXE EMB 145	2100 0719(04)	G-RJXG EMB 145	2111 0754(04)
G-MAJH Jetstream 41	2137 0707(04)	G-OBMP Boeing 737 300	2147 0659(04)

04 Wednesday

C-FTDA Airbus 320	0145 0747	G-JECC CL600 RJ	0743 0824
G-CBFM TB-21 Trinidad	0811 1909	G-RJXE EMB 145	0922 1035
G-MAJD Jetstream 41	0924 0957	G-MAJH Jetstream 41	0923 1007
G-RJXJ EMB 135	0935 1018	G-OBMP Boeing 737 300	0948 1055
EI-CNW Boeing 737	0950 1028	G-MAJK Jetstream 41	1000 1348
G-UKFO Fokker 100	1002 1058	G-MAJG Jetstream 41	1004 1038
G-BZSD PA-46 Malibu	1022 0722(05)	G-JECC CL600 RJ	1031 1172
G-RJXC EMB 145	1041 1354	G-RJXG EMB 145	1043 1125
PH-KVA Fokker 50	1052 1146	G-RJXJ EMB 135	1224 1510
G-MAJH Jetstream 41	1251 1442	G-MAJG Jetstream 41	1259 1933(08)
G-RJXE EMB 145	1327 1418	G-OBMP Boeing 737 300	1339 1537
G-RJXG EMB 145	1352 1448	G-UKFO Fokker 100	1408 1607
G-MAJD Jetstream 41	1428 1618	EI-CJF Boeing 737	1432 1507
G-JECC CL600 RJ	1620 1710	G-RJXG EMB 145	1647 1732
G-RJXC EMB 145	1658 1744	G-RJXE EMB 145	1700 1818
G-MAJH Jetstream 41	1708 1748	G-RJXJ EMB 135	1714 1801
C-FTDA Airbus 320	1722 1829	G-MAJI Jetstream 41	1726 1804
G-MAJK Jetstream 41	1745 1832	N213CT King Air C90	1759 1439(06)
G-OBMP Boeing 737 300	1808 1906	G-MAJD Jetstream 41	1825 1858
EI-CNW Boeing 737	1839 1917	G-JECC CL600 RJ	1921 1955
G-RJXG EMB 145	1936 0756(05)	G-UKFO Fokker 100	1938 0641(05)
G-MAJH Jetstream 41	1957 0657(05)	G-RJXJ EMB 135	2000 0735(05)

G-MAJI	Jetstream 41	2020 0709(05)	G-MAJD	Jetstream 41	2059 0659(05)
G-RJXC	EMB 145	2105 0719(05)	G-RJXE	EMB 145	2110 0801(05)
G-MAJK	Jetstream 41	2132 0714(05)	G-OBMP	Boeing 737 300	2138 0706(05)
G-BYAK	Boeing 757	2226 0650(05)	C-FTDA	Airbus 320	2339 0935(05)

05 Thursday

EC-IEN	Boeing 737 800	0752 0907	G-JECC	CL600 RJ	0757 0838
G-BODY	Cessna 310R	0832 1320	G-MAJI	Jetstream 41	0925 1010
G-RJXJ	EMB 135	0927 1014	G-MAJD	Jetstream 41	0939 1016
G-UKFO	Fokker 100	0948 1053	El-CJC	Boeing 737	0954 1032
G-OBMP	Boeing 737 300	1001 1105	G-MAJH	Jetstream 41	1005 1046
G-RJXC	EMB 145	1018 1102	PH-KZF	Fokker 70	1036 1142
G-RJXE	EMB 145	1042 1133	G-MAJK	Jetstream 41	1044 1514
G-RJXG	EMB 145	1109 1345	G-RJXJ	EMB 135	1209 1507
G-MAJH	Jetstream 41	1257 1438	G-MAJI	Jetstream 41	1302 1341
G-YJBM	Airbus 320	1326 1538	G-RJXC	EMB 145	1331 1411
G-JECC	CL600 RJ	1337 1421	EC-IEQ	Airbus 320	1346 1459
G-OBMP	Boeing 737 300	1350 1542	G-UKFO	Fokker 100	1400 1613
N55424	TB-10 Tobago	1405 1321(08)	G-RJXE	EMB 145	1407 1456
El-CKS	Boeing 737	1409 1444	G-MAJD	Jetstream 41	1424 1511
G-OOOS	Boeing 757	1502 1623	G-JECC	CL600 RJ	1626 1707
G-RJXE	EMB 145	1652 1732	G-RJXG	EMB 145	1657 1745
G-RJXF	EMB 145	1711 1801	C-FTDA	Airbus 320	1714 1858
G-MAJK	Jetstream 41	1728 1755	G-MAJD	Jetstream 41	1730 1806
G-RJXJ	EMB 135	1733 1810	G-MAJH	Jetstream 41	1737 1813
G-MRMR	PA-31 Navajo	1752 2112(16)	G-OBMP	Boeing 737 300	1815 1908
G-MAJI	Jetstream 41	1822 1854	El-CJF	Boeing 737	1839 1912
G-JECC	CL600 RJ	1914 2004	G-RJXE	EMB 145	1926 0735(06)
G-UKFO	Fokker 100	1945 0619(06)	G-RJXJ	EMB 135	2002 0738(06)
G-MAJK	Jetstream 41	2012 0703(06)	G-MAJD	Jetstream 41	2024 0712(06)
G-MAJH	Jetstream 41	2031 0657(06)	G-RJXG	EMB 145	2053 0753(06)
G-RJXF	EMB 145	2105 0724(06)	G-BYAK	Boeing 757	2111 0633(06)
G-BTXG	Jetstream 31	2127 2200	G-MAJI	Jetstream 41	2137 0705(06)
G-OBMP	Boeing 737 300	2157 0709(06)			

06 Friday

C-FTDA	Airbus 320	0357 0900	VP-CED	Citation Bravo	0717 0728
G-JECC	CL600 RJ	0742 0821	G-RJXF	EMB 145	0917 1026
G-MOPB	Diamond D40 Star	0919 0946	G-MAJI	Jetstream 41	0924 1006
G-MAJK	Jetstream 41	0926 0959	G-RJXJ	EMB 135	0929 1015
G-MAJH	Jetstream 41	0955 1341	G-OBMP	Boeing 737 300	0957 1058
G-UKFO	Fokker 100	1001 1102	El-COA	Boeing 737	1008 1044
G-MAJD	Jetstream 41	1016 1051	G-ARVT	PA-28 Cherokee	1019 1048
G-JECC	CL600 RJ	1030 1116	PH-KZH	Fokker 70	1038 1147
G-RJXE	EMB 145	1041 1119	G-RJXG	EMB 145	1054 1358
EC-HKR	Boeing 737 800	1104 1226	G-BAVZ	PA-23 Aztec	1203 1652
G-RJXJ	EMB 135	1217 1500	G-SPUR	Citation II	1240 1734
G-MAJI	Jetstream 41	1249 1446	G-MAJD	Jetstream 41	1300 1436
G-RJXF	EMB 145	1308 1408	G-JECC	CL600 RJ	1336 1419
G-OBMP	Boeing 737 300	1343 1538	El-CJE	Boeing 737	1359 1433
G-RJXE	EMB 145	1402 1450	G-UKFO	Fokker 100	1410 1610
G-MAJE	Jetstream 41	1531 1607	G-OWAX	King Air 200	1535 1551
CS-DNV	Hawker 800 XP	1601 1647	G-JECC	CL600 RJ	1620 1712
G-RJXE	EMB 145	1650 1738	G-RJXG	EMB 145	1702 1748
G-MAJI	Jetstream 41	1709 1751	G-RJXJ	EMB 135	1725 1802
C-GTDK	Airbus 320	1729 1848	G-RJXF	EMB 145	1731 1809
G-MAJD	Jetstream 41	1735 1805	G-MAJH	Jetstream 41	1757 1830
G-MAJE	Jetstream 41	1819 1851	El-CJF	Boeing 737	1834 1911
G-OBMP	Boeing 737 300	1846 1936	G-JECC	CL600 RJ	1914 1956

G-RJXE	EMB 145	1927 1608(07)	G-MOPB	Diamond D40 Star	1938 1950
G-RXJ	EMB 135	1954 1618(08)	G-MAJI	Jetstream 41	2006 1008(07)
G-UKFO	Fokker 100	2013 0624(07)	G-MAJD	Jetstream 41	2022 1306(08)
G-RJXF	EMB 145	2057 0831(07)	G-MAJE	Jetstream 41	2059 0659(07)
G-RJXG	EMB 145	2101 1035(07)	C-FTDA	Airbus 320	2130 2241
G-MAJH	Jetstream 41	2148 0906(07)	EC-HBL	Boeing 737 800	2154 2320
EC-IEQ	Airbus 320	2204 2326	G-BVZH	Boeing 737 500	2212 2253
G-BVJC	Fokker 100	2221 0709(07)	EC-ICK	Airbus 320	2316 0022(07)

07 Saturday

G-BYAK	Boeing 757	0005 0703	C-FTDA	Airbus 320	0428 0716
G-JEDY	DHC-8	0858 0933	N595PM	PA-46 Malibu	0922 1434
G-BVJC	Fokker 100	0941 1042	G-UKFO	Fokker 100	0948 1048
EI-CKS	Boeing 737	0950 1030	G-MAJE	Jetstream 41	1020 1402(08)
PH-KZN	Fokker 70	1049 1140	G-RJXF	EMB 145	1128 1230
ZG993	Islander	1147 1235	OO-VLG	Fokker 50	1152 1242
G-BYAK	Boeing 757	1212 1407	G-MAJI	Jetstream 41	1250 1427
OY-MRK	Boeing 737 700	1253 1423	C-FTDA	Airbus 320	1303 1445
G-JECA	CL600 RJ	1332 1505	G-UKFO	Fokker 100	1402 1624
G-BVKA	Boeing 737 500	1409 1509	G-CTCL	TB-10 Tobago	1431 1529
G-MAJH	Jetstream 41	1441 1512	G-JEDZ	DHC-8	1603 1646
EC-IDT	Boeing 737 800	1620 1724	EC-HHP	DC-9 82	1648 1801
EI-CNW	Boeing 737	1654 1729	EC-GUG	Boeing 737 400	1733 1835
G-MAJI	Jetstream 41	1754 1006(08)	G-MAJH	Jetstream 41	1757 1409(08)
EI-CKR	Boeing 737	1916 1952	G-RJXG	EMB 145	1932 1228(08)
G-RJXF	EMB 145	1952 1400(08)	C-FTDA	Airbus 320	2015 2231
G-UKFJ	Fokker 100	2020 0615(08)	G-BYAK	Boeing 757	2053 2220
G-BVJC	Fokker 100	2125 0700(08)	G-RJXE	EMB 145	2200 1425(08)
EC-ICD	Boeing 737 800	2227 2340	EC-HNB	Boeing 737 400	2255 2357

08 Sunday

C-FTDA	Airbus 320	0332 0811	G-BYAK	Boeing 757	0356 0606
G-UKFJ	Fokker 100	0937 1037	G-BVJC	Fokker 100	1029 1127
PH-KVE	Fokker 50	1108 1151	EI-CJC	Boeing 737	1111 1145
G-CEGP	King Air 200	1234 1507	G-MAJI	Jetstream 41	1255 1534
G-JEDF	DHC-8	1304 1341	G-UKFR	Fokker 100	1448 1624
C-FTDA	Airbus 320	1505 1609	G-MAJD	Jetstream 41	1520 1605
G-RJXG	EMB 145	1524 1655	G-RJXD	EMB 145	1538 1626
G-TASH	Cessna 172N	1624 1456(13)	G-JECC	CL600 RJ	1627 1708
G-RJXF	EMB 145	1638 1745	G-RJXE	EMB 145	1706 1800
G-MAJH	Jetstream 41	1715 1748	G-MAJE	Jetstream 41	1736 1834
G-MAJI	Jetstream 41	1822 1443(11)	EI-CKR	Boeing 737	1851 1929
G-OBMP	Boeing 737 300	1902 1952	G-JECC	CL600 RJ	1914 2004
G-RJXJ	EMB 135	1927 0743(09)	G-UKFR	Fokker 100	1935 0623(09)
G-BYAK	Boeing 757	1939 0652(09)	G-MAJD	Jetstream 41	2002 0718(09)
G-MAJH	Jetstream 41	2007 0702(09)	G-RJXG	EMB 145	2010 0728(09)
G-RJXB	EMB 145	2012 2053	G-BMHT	Turbo Arrow IV	2016 1539(10)
G-RJXF	EMB 145	2042 0738(09)	G-RJXE	EMB 145	2115 0758(09)
G-MAJE	Jetstream 41	2134 0810(09)	G-MAJG	Jetstream 41	2200 0706(09)
G-OBMP	Boeing 737 300	2208 0712(09)	C-FTDA	Airbus 320	2221 2352

09 Monday

C-FTDA	Airbus 320	0521 0927	G-JECC	CL600 RJ	0751 0828
G-OBMP	Boeing 737 300	1004 1102	EI-COB	Boeing 737	1010 1053
G-MAJG	Jetstream 41	1014 1055	G-MAJD	Jetstream 41	1017 1112
G-UKFR	Fokker 100	1021 1118	G-MAJH	Jetstream 41	1025 1109
G-RJXF	EMB 145	1028 1129	PH-WXC	Fokker 70	1028 1129
G-JECC	CL600 RJ	1044 1126	G-RJXE	EMB 145	1058 1353
G-RJXJ	EMB 135	1104 1139	G-RJXG	EMB 145	1133 1309
G-BNDY	Cessna 425	1154 1553(26)	G-MAJH	Jetstream 41	1322 1440

G-JECC	CL600 RJ	1337 1425	G-RJXJ	EMB 135	1343 1447
G-MAJD	Jetstream 41	1349 1442	G-RJXF	EMB 145	1356 1450
G-UKFR	Fokker 100	1400 1634	EI-CKS	Boeing 737	1421 1453
G-MAJE	Jetstream 41	1424 1532	G-OBMP	Boeing 737 300	1437 1612
G-OACG	PA-34 Seneca	1505 1009(10)	G-MAJG	Jetstream 41	1513 1547
G-RJXG	EMB 145	1557 1638	G-JECC	CL600 RJ	1628 1705
G-RJXE	EMB 145	1650 1818	G-MAJD	Jetstream 41	1702 1745
G-RJXF	EMB 145	1710 1740	G-RJXJ	EMB 135	1728 1821
G-MAJH	Jetstream 41	1754 1827	G-MAJG	Jetstream 41	1811 1848
G-RJXG	EMB 145	1831 1907	G-MAJE	Jetstream 41	1833 1957
EI-CNW	Boeing 737	1842 1922	G-OBMP	Boeing 737 300	1849 1946
G-JECC	CL600 RJ	1918 1953	G-RJXF	EMB 145	1931 0759(10)
G-UKFR	Fokker 100	1938 0626(10)	G-MAJD	Jetstream 41	2005 0703(10)
C-FTDA	Airbus 320	2013 2130	G-BZSD	PA-46 Malibu	2019 0646(10)
G-MAJH	Jetstream 41	2044 0657(10)	G-BYAK	Boeing 757	2047 0636(10)
G-RJXG	EMB 145	2052 0725(10)	G-RJXJ	EMB 135	2108 0733(10)
G-RJXE	EMB 145	2114 0748(10)	G-MAJG	Jetstream 41	2118 0709(10)
G-OBMP	Boeing 737 300	2209 0707(10)	TC-APP	Boeing 737 400	2211 2326
G-MAJE	Jetstream 41	2250 0711(10)			

10 Tuesday

C-FTDA	Airbus 320	0623 0824	G-JECC	CL600 RJ	0741 0826
G-MAJD	Jetstream 41	0916 0959	G-RJXJ	EMB 135	0936 1017
G-RJXG	EMB 145	0939 1021	G-MAJE	Jetstream 41	0941 1012
G-UKFR	Fokker 100	0943 1103	EI-CNW	Boeing 737	0946 1029
G-OBMP	Boeing 737 300	0948 1059	N750NS	Citation X	0951 1125
G-MAJH	Jetstream 41	1001 1037	G-JECC	CL600 RJ	1035 1118
G-MAJG	Jetstream 41	1039 1349	PH-KZO	Fokker 70	1041 1143
G-NEWR	PA-31 Navajo	1046 1626	G-RJXE	EMB 145	1050 1127
G-RJXF	EMB 145	1053 1338	9H-ADH	Boeing 737 300	1056 1159
G-CHEM	PA-34 Seneca	1112 1329	G-BYHK	PA-28 Archer III	1215 1435(13)
G-RJXJ	EMB 135	1221 1501	G-MAJE	Jetstream 41	1255 1447
G-MAJH	Jetstream 41	1300 1435	G-RJXG	EMB 145	1309 1413
G-YJBM	Airbus 320	1311 1441	EI-CNZ	Boeing 737	1347 1432
G-RJXE	EMB 145	1350 1453	G-UKFR	Fokker 100	1358 1615
G-OBMP	Boeing 737 300	1408 1544	G-MAJD	Jetstream 41	1420 1504
C-FTDA	Airbus 320	1448 1611	G-BZSD	PA-46 Malibu	1529 1621
G-JECC	CL600 RJ	1623 1702	G-RJXE	EMB 145	1650 1740
G-RJXF	EMB 145	1652 1750	G-JCBA	Sikorsky S-76B	1709 0924(11)
G-RJXH	EMB 145	1716 1802	G-MAJE	Jetstream 41	1721 1805
G-RJXJ	EMB 135	1726 1815	G-MAJH	Jetstream 41	1728 1817
G-MAJD	Jetstream 41	1733 1809	G-MAJG	Jetstream 41	1738 1830
G-OBMP	Boeing 737 300	1812 1912	EI-CKS	Boeing 737	1834 1906
G-JECC	CL600 RJ	1908 1956	PH-HZF	Boeing 737 800	1916 2034
G-RJXE	EMB 145	1925 0722(11)	G-BMHT	Turbo Arrow IV	1932 1422(12)
G-UKFR	Fokker 100	1059 0618(11)	G-RJXJ	EMB 135	2001 0732(11)
G-MAJE	Jetstream 41	2026 0659(11)	G-MAJH	Jetstream 41	2028 0707(11)
G-MAJD	Jetstream 41	2030 0650(11)	G-BYAK	Boeing 757	2044 0858(11)
G-RJXF	EMB 145	2049 0727(11)	G-RJXH	EMB 145	2104 0752(11)
G-MAJG	Jetstream 41	2130 0703(11)	G-OBMP	Boeing 737 300	2135 0712(11)

11 Wednesday

C-FTDA	Airbus 320	0120 0757	G-JECC	CL600 RJ	0744 0825
G-RJXE	EMB 145	0920 1016	G-MAJH	Jetstream 41	0924 1007
G-MAJG	Jetstream 41	0926 1005	G-RJXJ	EMB 135	0931 1020
G-MAJD	Jetstream 41	0947 1347	G-OBMP	Boeing 737 300	0951 1055
EI-CJI	Boeing 737	0953 1029	G-UKFR	Fokker 100	0958 1121
G-MAJE	Jetstream 41	1007 1044	G-RJXF	EMB 145	1012 1130
G-JECC	CL600 RJ	1036 1118	G-RJXH	EMB 145	1050 1345

PH-KVK	Fokker 50	1052 1159	N971CT	Diamond DA-20 C1	1059 1304
G-SUZI	B.55 Baron	1110 1401	G-SOUL	Cessna 310R	1145 1230
G-RJXJ	EMB 135	1218 1505	G-MAJG	Jetstream 41	1257 1410(13)
G-MAJE	Jetstream 41	1259 1435	G-RJXE	EMB 145	1317 1411
G-RJXF	EMB 145	1351 1456	G-OBMP	Boeing 737 300	1355 1535
G-UKFB	Fokker 100	1400 1608	El-CNV	Boeing 737	1707 1441
G-MAJH	Jetstream 41	1426 1501	G-JCBA	Sikorsky S-76B	1530 1600
G-BAXY	Cessna F172M	1536 1724	G-BCKV	Cessna FRA150L	1620 1648
G-JECC	CL600 RJ	1623 1711	El-DMG	Cessna 441	1630 2214
C-FTDA	Airbus 320	1657 1816	G-RJXE	EMB 145	1700 1808
G-MAJI	Jetstream 41	1703 1743	G-RJXF	EMB 145	1706 1747
G-RJXH	EMB 145	1708 1756	G-RJXJ	EMB 135	1714 1810
G-MAJH	Jetstream 41	1717 1802	G-MAJE	Jetstream 41	1726 1804
G-CEGR	King Air 200	1739 1950	G-MAJD	Jetstream 41	1744 1827
G-BJYD	Cessna F152	1758 1841	G-OBMP	Boeing 737 300	1824 1913
El-CNW	Boeing 737	1830 1904	G-JECC	CL600 RJ	1912 1955
G-RJXF	EMB 145	1933 0731(12)	G-UKFR	Fokker 100	1938 0621(12)
G-MAJI	Jetstream 41	1959 0720(12)	G-RJXJ	EMB 135	2003 0725(12)
G-MAJE	Jetstream 41	2017 0709(12)	G-MAJH	Jetstream 41	2027 0701(12)
G-RJXH	EMB 145	2054 0828(12)	G-RJXE	EMB 145	2108 0715(12)
G-MAJD	Jetstream 41	2123 0653(12)	G-OBMP	Boeing 737 300	2156 0705(12)
G-BYAK	Boeing 757	2217 0650(12)	C-FTDA	Airbus 320	2342 0803(12)

12 Thursday

G-JECC	CL600 RJ	0742 0821	G-CBFM	TB-21 Trinidad	0748 1806(13)
D-CGGG	Lear Jet 31A	0826 0925	G-CLUE	PA-34 Seneca	0832 1327
G-RJXE	EMB 145	0919 1020	G-MAJH	Jetstream 41	0932 1027
G-RJXJ	EMB 135	0939 1031	G-MAJI	Jetstream 41	0942 1025
G-MAJD	Jetstream 41	1002 1344	El-CJE	Boeing 737	1005 1042
G-MAJE	Jetstream 41	1008 1044	G-OBMP	Boeing 737 300	1012 1116
40112	C-21A	1015 1403	G-UKFR	Fokker 100	1019 1113
EC-HMK	Boeing 737 800	1023 1131	PH-KZE	Fokker 70	1034 1145
G-JECC	CL600 RJ	1037 1121	G-HEMH	Twin Squirrel	1119 1209
G-RJXF	EMB 145	1124 1208	G-RJXJ	EMB 135	1214 1359
G-RJXH	EMB 145	1223 1458	G-MAJI	Jetstream 41	1258 1436
G-MAJE	Jetstream 41	1301 1430	G-RJXE	EMB 145	1317 1417
EC-IEQ	Airbus 320	1326 1450	G-JECC	CL600 RJ	1331 1407
G-FHAJ	Airbus 320	1340 1544	G-OOOD	Boeing 757	1352 1521
G-UKFR	Fokker 100	1409 1615	G-OBMP	Boeing 737 300	1412 1537
El-CKR	Boeing 737	1419 1455	G-MAJH	Jetstream 41	1446 1517
G-RJXF	EMB 145	1449 1526	G-JECC	CL600 RJ	1622 1700
G-RJXH	EMB 145	1657 1738	G-MAJI	Jetstream 41	1705 1745
G-RJXE	EMB 145	1708 1756	G-RJXJ	EMB 135	1711 1751
C-FTDA	Airbus 320	1715 1848	G-RJXF	EMB 145	1718 1801
G-MAJE	Jetstream 41	1724 1804	G-MAJH	Jetstream 41	1740 1819
G-MAJD	Jetstream 41	1758 2023	G-BKBN	TB-10 Tobago	1808 n/s+
G-OBMP	Boeing 737 300	1815 1903	El-CNW	Boeing 737	1845 1919
G-JECC	CL600 RJ	1913 1953	G-UKFR	Fokker 100	1942 0621(13)
G-RJXH	EMB 145	1947 0710(13)	G-RJXF	EMB 145	1955 0740(13)
G-MAJI	Jetstream 41	2006 0706(13)	G-BMHT	Turbo Arrow IV	2021 1155(13)
G-MAJE	Jetstream 41	2028 0656(13)	G-MAJH	Jetstream 41	2048 0659(13)
G-RJXJ	EMB 135	2107 1515(13)	G-RJXE	EMB 145	2110 0728(13)
G-BTXG	Jetstream 31	2117 2144	G-BYAP	Boeing 757	2131 0614(13)
G-OBMP	Boeing 737 300	2207 0703(13)	G-MAJD	Jetstream 41	2255 0651(13)

13 Friday

C-FTDA	Airbus 320	0400 0640	G-RJXC	EMB 145	0743 0822
G-JECC	CL60 RJ	0806 0834	G-BAVZ	PA-23 Aztec	0827 1158
D-ISCH	CitationJet	0856 1627	G-RJXH	EMB 145	0911 1017

G-BYLM	PA-46 Malibu	0925 0956	G-MAJH	Jetstream 41	0929 1003
D-GBLB	PZL M-20 Mewa	0932 1454	G-RJXE	EMB 145	0936 1021
G-MAJI	Jetstream 41	0944 1010	G-UKFR	Fokker 100	0952 1050
EI-CJG	Boeing 737	0955 1028	G-OBMP	Boeing 737 300	0958 1058
G-MAJE	Jetstream 41	1000 1035	G-MAJD	Jetstream 41	1007 1506(15)
G-RJXF	EMB 145	1019 1104	G-JECC	CL600 RJ	1036 1117
PH-KZN	Fokker 70	1054 1148	G-WIZO	PA-34 Seneca	1108 1401
EC-HJP	Boeing 737 800	1110 1241	G-TVIP	Cessna 404	1115 1722
G-RJXC	EMB 145	1128 1339	G-RJXE	EMB 145	1222 1348
CS-DNM	Hawker 800 XP	1248 1430	G-MAJE	Jetstream 41	1303 1434
G-MAJI	Jetstream 41	1311 1442	G-RJXH	EMB 145	1325 1407
G-JECC	CL600 RJ	1333 1414	G-RJXF	EMB 145	1336 1451
G-OBMP	Boeing 737 300	1413 1538	EI-CJD	Boeing 737	1419 1500
G-MAJH	Jetstream 41	1428 1509	G-OWAX	King Air 200	1510 1544
G-UKFR	Fokker 100	1530 1641	G-JECC	CL600 RJ	1621 1653
G-GTDL	Airbus 320	1636 1815	G-RJXE	EMB 145	1656 1747
G-RJXF	EMB 145	1701 1744	G-RJXH	EMB 145	1706 1756
G-MAJI	Jetstream 41	1709 1753	G-RJXJ	EMB 135	1714 1801
G-MAJE	Jetstream 41	1720 1805	G-MAJH	Jetstream 41	1741 1818
G-MAJG	Jetstream 41	1802 1839	G-OBMP	Boeing 737 300	1829 1921
EI-CNW	Boeing 737	1840 1914	G-JECC	CL600 RJ	1906 1952
G-RJXJ	EMB 135	2002 2036	G-RJXF	EMB 145	2004 1616(14)
G-MAJI	Jetstream 41	2012 0957(14)	C-FTDA	Airbus 320	2031 2210
G-MAJE	Jetstream 41	2043 1348(14)	G-MAJH	Jetstream 41	2047 0859(14)
G-RJXE	EMB 145	2057 1047(14)	G-UKFR	Fokker 100	2111 0625(14)
G-RJXH	EMB 145	2128 0828(14)	EC-ICK	Airbus 320	2135 2318
G-OBMP	Boeing 737 300	2212 2253	EC-HBN	Boeing 737 800	2216 2340
G-BVJA	Fokker 100	2225 0708(14)	G-RJXK	EMB 135	2239 0730(16)
EC-GZD	Airbus 320	2244 0005(14)	G-BYAP	Boeing 757	2313 0705(14)

14 Saturday

C-FTDA	Airbus 320	0418 0658	G-JEDY	DHC-8	0911 0939
G-VUEA	Citation II	0913 1554	G-UKFR	Fokker 100	0951 1247
N709AT	Agusta A109E	0954 1029	EI-CNV	Boeing 737	0959 1033
G-BVJA	Fokker 100	1005 1057	G-MAJG	Jetstream 41	1010 2015(15)
G-BBPX	PA-34 Seneca	1040 1435(8/10)	PH-WXA	Fokker 70	1044 1207
ZH883	Hercules C.5	1106 1304	OO-VLS	Fokker 50	1113 1202
G-RJXH	EMB 145	1146 1232	G-BYAP	Boeing 757	1227 1356
G-MAJI	Jetstream 41	1253 1456	OY-MRK	Boeing 737 700	1257 1416
C-FTDA	Airbus 320	1301 1436	G-VIPH	Agusta A109C	1351 1453
G-BVKB	Boeing 737 500	1410 1508	F-GPAK	Gulfstream IV	1434 1635
G-MAJH	Jetstream 41	1438 1347(15)	G-JECA	CL600 RJ	1458 1603
G-UKFC	Fokker 100	1557 1642	G-JEDX	DHC-8	1601 1637
EC-HFT	DC9 82	1506 1723	G-VIPH	Agusta A109C	1622 1712
G-MAJI	Jetstream 41	1728 1002(15)	EC-HBZ	Boeing 737 400	1741 1854
G-MAJE	Jetstream 41	1747 1302(15)	EC-HBN	Boeing 737 800	1800 1908
G-RJXE	EMB 145	1806 1232(15)	EI-CNZ	Boeing 737	1919 1950
G-OOJP	Rockwell 114B	1926 1359(15)	G-UKFC	Fokker 100	1936 0620(15)
G-RJXH	EMB 145	1943 1353(15)	G-BYAP	Boeing 757	2053 2212
G-RJXF	EMB 145	2116 1420(15)	C-FTDA	Airbus 320	2122 2244
EC-HXT	Boeing 737 400	2129 2241	G-BVJA	Fokker 100	2148 0830(15)
EC-IDA	Boeing 737 800	2227 2355			

15 Sunday

C-FTDA	Airbus 320	0358 0812	G-BYAP	Boeing 757	0416 0600
G-UKFC	Fokker 100	0943 1038	G-VDIR	Cessna 310R	1032 1705
G-MIDL	Airbus 321	1043 1143	PH-KVG	Fokker 50	1057 1139
EI-COB	Boeing 737	1120 1151	G-MAJI	Jetstream 41	1258 1405
G-JEDF	DHC-8	1307 1339	G-UKFC	Fokker 100	1408 1619

C-FTDA	Airbus 320	1451 1615	G-RJXE	EMB 145	1510 1600
G-MAJE	Jetstream 41	1523 1607	G-RJXB	EMB 145	1540 1628
G-JECB	CL600 RJ	1625 1706	G-RJXH	EMB 145	1640 1749
G-MAJI	Jetstream 41	1713 1752	G-RJXF	EMB 145	1720 1815
CS-DNX	Hawker 800 XP	1724 0814(16)	G-MAJD	Jetstream 41	1746 1818
G-MAJH	Jetstream 41	1756 1835	El-CJG	Boeing 737	1833 1910
G-OBMP	Boeing 737 300	1841 1933	G-JECB	CL600 RJ	1917 1958
G-RJXE	EMB 145	1935 0725(16)	G-UKFI	Fokker 100	1939 0620(16)
G-BYAP	Boeing 757	1946 0638(16)	G-PCAR	PA-46 Malibu	2002 0832(16)
G-MAJI	Jetstream 41	2004 0711(16)	G-MAJE	Jetstream 41	2007 0651(16)
G-CEGR	King Air 200	2012 2312	G-RJXD	EMB 145	2019 2051
G-CSIX	Cherokee Six	2043 2123	G-MAJD	Jetstream 41	2048 0704(16)
G-RJXH	EMB 145	2057 0746(16)	G-RJXF	EMB 145	2106 0805(16)
G-MAJH	Jetstream 41	2133 0700(16)	G-OBMP	Boeing 737 300	2222 0708(16)
C-FTDA	Airbus 320	2246 0011(16)			

16 Monday

C-FTDA	Airbus 320	0543 0915	G-JECB	CL600 RJ	0743 0818
NAH	SA365N-2 Dauphin	0836 n/s+	LZ-HMW	Tupolev 154M	0913 1109
G-RJXK	EMB 135	0926 1005	G-RJXE	EMB 145	0929 1019
G-MAJD	Jetstream 41	0934 1009	G-MAJI	Jetstream 41	0937 1013
G-BRMS	Turbo Arrow IV	0944 1641	G-OBMP	Boeing 737 300	0954 1052
G-MAJH	Jetstream 41	0958 1033	G-POAH	Sikorsky S-76B	1000 1042
G-MAJE	Jetstream 41	1001 1341	El-CJG	Boeing 737	1011 1049
G-UKFI	Fokker 100	1015 1101	G-RJXH	EMB 145	1035 1118
G-JECB	CL600 RJ	1038 1126	PH-KZD	Fokker 70	1047 1140
G-BAXY	Cessna F172M	1058 1622	G-RJXF	EMB 145	1115 1334
G-CUBJ	PA-18 Super Cub	1155 1249	G-RJXK	EMB 135	1206 1503
G-MAJH	Jetstream 41	1257 1429	G-MAJI	Jetstream 41	1259 1440
D-EPLK	PA-46 Malibu	1308 1337(17)	G-RJXE	EMB 145	1310 1403
G-HEMH	Twin Squirrel	1313 1348	G-JECB	CL600 RJ	1338 1421
G-RJXH	EMB 145	1343 1449	G-UKFI	Fokker 100	1401 1608
El-CKR	Boeing 737	1407 1444	G-OBMP	Boeing 737 300	1415 1539
G-MAJD	Jetstream 41	1439 1514	G-BCKV	Cessna FRA150L	1517 1545
G-JECD	CL600 RJ	1622 1701	G-PCAR	PA-46 Malibu	1640 1742
G-RJXH	EMB 145	1644 1732	G-RJXF	EMB 145	1655 1751
G-MAJI	Jetstream 41	1659 1746	G-CUBJ	PA-18 Super Cub	1707 1736
G-BWDO	Sikorsky S-76B	1711 0632(17)	G-RJXE	EMB 145	1718 1758
G-RJXK	EMB 135	1721 1802	G-MAJD	Jetstream 41	1730 1806
G-MAJH	Jetstream 41	1735 1811	G-MAJE	Jetstream 41	1739 1833
G-BYLM	PA-46 Malibu	1755 1131(18)	G-OBMP	Boeing 737 300	1813 1910
El-CNW	Boeing 737	1838 1915	G-JECB	CL600 RJ	1906 1958
C-FTDA	Airbus 320	1923 2104	G-RJXH	EMB 145	1929 0851(17)
G-UKFI	Fokker 100	1931 0613(17)	G-RJXK	EMB 135	1955 0732(17)
G-MAJI	Jetstream 41	2000 0702(17)	G-MAJD	Jetstream 41	2018 0720(17)
TC-AFA	Boeing 737 400	2022 2140	G-MAJH	Jetstream 41	2024 0805(17)
G-BYAP	Boeing 757	2026 0634(17)	G-RJXF	EMB 145	2053 0738(17)
G-RJXE	EMB 145	2057 0752(17)	G-MAJE	Jetstream 41	2137 0709(17)
G-RAMS	PA-32R Saratoga	2155 0938(17)	G-OBMP	Boeing 737 300	2159 0713(17)
G-BZHW	PA-28 Archer III	2203 0628(17)			

17 Tuesday

C-FTDA	Airbus 320	0609 0828	G-JECB	CL600 RJ	0740 0821
G-SPUR	Citation II	0908 1151	G-MAJD	Jetstream 41	0932 1014
G-MAJE	Jetstream 41	0934 1009	G-RJXK	EMB 135	0937 1018
G-OBMP	Boeing 737 300	0951 1100	El-CJD	Boeing 737	0953 1039
G-MAJI	Jetstream 41	0955 1345	G-FPLB	King Air B200	0957 1334
G-UKFI	Fokker 100	0959 1105	G-JECB	CL600 RJ	1033 1116
PH-KZG	Fokker 70	1037 1139	40081	C-21A	1040 1538

G-RJXH	EMB 145	1042 1118	9H-ADH	Boeing 737 300	1049 1200
G-MAJH	Jetstream 41	1953 1124	G-RJXE	EMB 145	1057 1147
G-RJXI	EMB 145	1145 1342	N750NS	Citation X	1216 1316
G-RJXK	EMB 135	1219 1358	G-MAJE	Jetstream 41	1254 1440
G-YJBM	Airbus 320	1312 1452	G-MAJH	Jetstream 41	1327 1434
G-OBMP	Boeing 737 300	1345 1535	G-UKFI	Fokker 100	1347 1608
EI-CKR	Boeing 737	1352 1426	G-RJXH	EMB 145	1414 1456
G-RJXE	EMB 145	1416 1503	G-MAJD	Jetstream 41	1424 0710(18)
C-FTDA	Airbus 320	1437 1558	N4SP	Gulfstream IV	1530 1623(18)
40086	C-21A	1610 0750(19)	G-JECB	CL600 RJ	1621 1705
G-RJXI	EMB 145	1621 1705	G-RJXK	EMB 135	1701 1752
G-RJXH	EMB 145	1707 1750	G-RJXE	EMB 145	1710 1759
G-MAJE	Jetstream 41	1726 1755	G-MAJH	Jetstream 41	1736 1814
N550FP	Citation Bravo	1747 1831(18)	G-MAJI	Jetstream 41	1802 1839
G-AVEC	Cessna F172H	1808 0834(18)	G-OBMP	Boeing 737 300	1830 1923
EI-CJF	Boeing 737	1836 1911	G-BWDO	Sikorsky S-76B	1846 0802(18)
G-JECB	CL600 RJ	1920 1956	PH-HZD	Boeing 737 800	1934 2044
G-UKFI	Fokker 100	1937 0616(18)	G-RJXH	EMB 145	1945 0721(18)
G-RJXE	EMB 145	1954 0736(18)	G-MAJE	Jetstream 41	2008 2046
G-MAJH	Jetstream 41	2022 0658(18)	G-BYAP	Boeing 757	2039 0911(18)
G-RJXI	EMB 145	2050 0753(18)	G-RJXK	EMB 135	2107 0726(18)
G-MAJI	Jetstream 41	2133 0717(18)	G-OBMP	Boeing 737 300	2159 0714(18)
G-MAJE	Jetstream 41	2301 0746(18)			

18 Wednesday

C-FTDA	Airbus 320	0119 0222	C-FTDA	Airbus 320	0705 0810
G-JECD	CL600 RJ	0744 0823	G-BZTP	PA-46 Malibu	0912 1457
G-RJXH	EMB 145	0917 1016	G-MAJI	Jetstream 41	0929 1005
G-RJXK	EMB 135	0932 1014	EI-CJF	Boeing 737	0945 1022
G-OBMP	Boeing 737 300	0948 1052	G-UKFI	Fokker 100	0950 1100
G-MAJH	Jetstream 41	1004 1038	G-MAJD	Jetstream 41	1006 1446
G-MAJE	Jetstream 41	1010 1042	G-RJXE	EMB 145	1026 1113
G-JECB	CL600 RJ	1034 1124	PH-KZC	Fokker 70	1044 1142
G-RJXI	EMB 145	1058 1342	OY-GGG	Citation VII	1114 1207
UR42381	YAK 42	1143 1131(20)	G-RJXK	EMB 135	1213 1512
G-AWBC	Cherokee Arrow	1246 1453(19)	G-MAJH	Jetstream 41	1254 1434
G-RJXH	EMB 145	1302 1355	G-MAJE	Jetstream 41	1304 1346
G-RJXE	EMB 145	1339 1451	G-UKFI	Fokker 100	1403 1604
G-OBMP	Boeing 737 300	1407 1539	EI-COA	Boeing 737	1410 1443
G-MAJI	Jetstream 41	1422 1505	G-LEAR	Lear Jet 35A	1510 1756
G-BPID	PA-28 Warrior II	1518 1642	G-JECB	CL600 RJ	1623 1702
G-RJXE	EMB 145	1648 1733	G-RJXH	EMB 145	1659 1753
G-MAJD	Jetstream 41	1706 1300(19)	G-RJXI	EMB 145	1715 1751
G-RJXK	EMB 135	1719 1805	G-MAJI	Jetstream 41	1724 1809
C-FTDA	Airbus 320	1731 1847	G-MAJH	Jetstream 41	1735 1812
G-MAJE	Jetstream 41	1825 1859	G-OBMP	Boeing 737 300	1827 1914
EI-CNV	Boeing 737	1838 1911	G-BCKV	Cessna FRA150L	1851 1916
G-MAJF	Jetstream 41	1856 1930	N900CB	Cessna 421C	1907 1726(19)
G-JECB	CL600 RJ	1913 1951	G-RJXE	EMB 145	1933 0746(19)
G-UKFI	Fokker 100	1936 0621(19)	G-RJXK	EMB 135	1953 0727(19)
G-MAJI	Jetstream 41	2024 0708(19)	G-MAJH	Jetstream 41	2027 0711(19)
G-RJXI	EMB 145	2048 0754(19)	G-RJXH	EMB 145	2106 0719(19)
G-MAJE	Jetstream 41	2139 0812(19)	G-MAJF	Jetstream 41	2142 0655(19)
G-OBMP	Boeing 737 300	2159 0705(19)	G-BYAP	Boeing 757	2230 0648(19)
C-FTDA	Airbus 320	2349 0825(19)			

19 Thursday

LX-PCT	Lear Jet 31A	0717 1458	G-JECB	CL600 RJ	0743 0830
G-RJXH	EMB 145	0925 1021	G-MAJI	Jetstream 41	0928 0957

G-RJXK	EMB 135	0930 1025	G-MAJH	Jetstream 41	0939 1013
G-OBMP	Boeing 737 300	0941 1104	EI-CJF	Boeing 737	1000 1036
G-MAJF	Jetstream 41	1002 1359	G-UKFI	Fokker 100	1010 1110
G-RJXE	EMB 145	1015 1107	G-JECB	CL600 RJ	1038 1118
PH-KZL	Fokker 70	1042 1143	EC-HLN	Boeing 737 800	1047 1201
G-RJXI	EMB 145	1049 1352	G-MAJE	Jetstream 41	1053 1124
G-BODY	Cessna 310R	1056 1643	G-RJXK	EMB 135	1220 1501
G-BWEU	Cessna F152	1254 1426	G-MAJH	Jetstream 41	1302 1443
G-OOUU	Boeing 757	1305 1430	G-RJXH	EMB 145	1313 1410
EC-GZD	Airbus 320	1330 1451	G-JECB	CL600 RJ	1338 1414
G-RJXE	EMB 145	1341 1456	G-MAJE	Jetstream 41	1344 1432
G-TICL	Airbus 320	1347 1527	G-UKFI	Fokker 100	1356 1612
G-OBMP	Boeing 737 300	1412 1540	G-MAJI	Jetstream 41	1420 1508
EI-CON	Boeing 737	1447 1517	G-JECB	CL600 RJ	1622 1702
G-MRMR	PA-31 Navajo	1624 0556(24)	G-BWEU	Cessna F152	1636 1139(20)
G-RJXE	EMB 145	1650 1738	G-MAJH	Jetstream 41	1703 1746
G-RJXI	EMB 145	1705 1805	G-RJXK	EMB 135	1718 1802
C-FTDA	Airbus 320	1723 1928	G-MAJI	Jetstream 41	1729 1808
G-MAJE	Jetstream 41	1733 1814	G-RJXH	EMB 145	1735 1818
G-MAJF	Jetstream 41	1759 1837	G-OBMP	Boeing 737 300	1829 1921
EI-CJC	Boeing 737	1834 1909	G-BSYI	Twin Squirrel	1856 1911
G-JECB	CL600 RJ	1919 1952	G-UKFI	Fokker 100	1936 0623(20)
G-RJXE	EMB 145	1940 0744(20)	G-MAJH	Jetstream 41	1958 0704(20)
G-RJXK	EMB 135	2002 0729(20)	CS-DFM	Citation Excel	2004 1550(20)
G-MAJE	Jetstream 41	2027 0749(20)	G-MAJI	Jetstream 41	2032 0650(20)
G-BTXG	Jetstream 31	2044 2058	G-RJXI	EMB 145	2100 0756(20)
G-BYAP	Boeing 757	2102 0635(20)	G-RJXH	EMB 145	2105 0722(20)
G-MAJF	Jetstream 41	2152 0711(20)	G-OBMP	Boeing 737 300	2155 0708(20)
G-RAMS	PA-32R Saratoga	2200 1525(21)			

20 Friday

C-FTDA	Airbus 320	0430 0647	G-JECB	CL600 RJ	0741 0816
G-FPLA	King Air B200	0903 1333	G-RJXH	EMB 145	0915 1034
G-OAMT	PA-31 Navajo	0922 1713	G-RJXK	EMB 135	0924 1015
G-MAJF	Jetstream 41	0928 1011	G-MAJH	Jetstream 41	0932 1020
G-TASH	Cessna 172N	0940 1652	G-OBMP	Boeing 737 300	0946 1103
G-MAJI	Jetstream 41	1003 1348	EI-CNV	Boeing 737	1005 1046
G-UKFI	Fokker 100	1008 1100	G-RJXE	EMB 145	1019 1106
G-JECB	CL600 RJ	1030 1133	PH-KZR	Fokker 70	1037 1143
G-MAJE	Jetstream 41	1040 1120	EC-HJP	Boeing 737 800	1056 1242
G-RJXI	EMB 145	1109 1345	G-LICK	Cessna 172N	1150 1328
G-RJXK	EMB 135	1200 1123(22)	SE-DVP	Falcon 100	1251 1612
G-RJXB	EMB 145	1309 1510	G-MAJH	Jetstream 41	1317 1443
G-RJXH	EMB 145	1326 1413	G-MAJE	Jetstream 41	1336 1440
G-RJXE	EMB 145	1338 1451	G-JECB	CL600 RJ	1341 1418
CS-DNN	Hawker 800 XP	1350 1438	EI-CNT	Boeing 737	1358 1434
G-OBMP	Boeing 737 300	1407 1542	G-UKFJ	Fokker 100	1411 1623
G-MAJF	Jetstream 41	1423 1505	G-LICK	Cessna 172N	1531 1645(21)
G-JECB	CL600 RJ	1619 1710	G-RJXI	EMB 145	1657 1749
G-RJXE	EMB 145	1700 1751	G-RJXH	EMB 145	1711 1800
C-GTDK	Airbus 320	1718 0016(21)	G-RJXB	EMB 145	1720 1809
G-MAJH	Jetstream 41	1726 1803	G-MAJE	Jetstream 41	1728 1814
G-BWEU	Cessna F152	1732 1039(23)	G-MAJF	Jetstream 41	1741 1818
G-MAJI	Jetstream 41	1806 1842	EI-CKP	Boeing 737	1832 1907
N709AT	Agusta A109E	1833 1128(21)	G-OBMP	Boeing 737 300	1846 1953
G-JECB	CL600 RJ	1912 2001	G-UKFJ	Fokker 100	1937 0647(21)
G-RJXE	EMB 145	1947 0820(21)	G-RJXB	EMB 145	1957 2020
G-MAJH	Jetstream 41	2016 1006(21)	C-FTDA	Airbus 320	2029 2251

G-MAJE	Jetstream 41	2043 0905(21)	G-RJXH	EMB 145	2105 2157
G-RJXI	EMB 145	2109 1629(21)	G-MAJF	Jetstream 41	2116 0702(23)
G-MAJI	Jetstream 41	2140 0659(21)	EC-HBN	Boeing 737 800	2153 2332
G-OBMP	Boeing 737 300	2202 2240	EC-IEQ	Airbus 320	2234 2336
EC-GZD	Airbus 320	2237 0004(21)	G-BXWF	Fokker 100	2310 0710(21)
G-BYAT	Boeing 757	2343 0728(21)			

21 Saturday

C-GTDK	Airbus 320	0651 0851	G-JEDZ	DHC-8	0902 0939
G-ARMN	Cessna 175B	0918 1814	EI-CNV	Boeing 737	0954 1037
G-MAJI	Jetstream 41	0957 1348	G-BXWF	Fokker 100	0959 1053
G-UKFJ	Fokker 100	1001 0801(22)	N2683Y	Cessna 421C	1005 n/s+
PH-KZE	Fokker 70	1042 1209	OO-VLG	Fokker 50	1104 1134
G-TANI	GA7 Cougar	1139 1744	G-RJXE	EMB 145	1221 1305
N971RJ	Twin Comanche C/R	1227 1342	G-BYAT	Boeing 757	1232 1418
OY-MRK	Boeing 737 700	1239 1414	G-MAJH	Jetstream 41	1258 1509
G-JECD	CL600 RJ	1317 1504	G-BVZH	Boeing 737 500	1411 1513
G-MAJE	Jetstream 41	1438 1346(22)	C-GTDK	Airbus 320	1458 1609
G-RJXE	EMB 145	1534 1235(22)	G-UKFI	Fokker 100	1542 1638
G-JEAW	BAe 146 200	1546 1618	EC-ICD	Boeing 737 800	1604 1704
G-JEDX	DHC-8	1608 1646	EC-GVO	DC9 82	1622 1734
G-WARY	PA-28 Warrior 3	1706 1747	EC-GUG	Boeing 737 400	1708 1806
G-MAJH	Jetstream 41	1730 1135(22)	G-MAJI	Jetstream 41	1746 1355(22)
G-LICK	Cessna 172N	1827 1550(23)	EI-COB	Boeing 737	1905 1938
G-UKFI	Fokker 100	1934 0625(22)	N709AT	Agusta A109E	1946 0939(22)
G-BYAT	Boeing 757	2121 2242	G-BXWF	Fokker 100	2124 0724(22)
G-RJXI	EMB 145	2146 1359(22)	C-GTDK	Airbus 320	2220 2333
EC-HKR	Boeing 737 800	2235 2356	EC-HNB	Boeing 737 400	2238 2339

22 Sunday

G-BYAT	Boeing 757	0420 0603	C-GTDK	Airbus 320	0430 0757
G-UKFI	Fokker 100	0938 1051	G-BXWF	Fokker 100	1023 1107
PH-KZC	Fokker 70	1035 1150	G-BIXI	Cessna 172RG	1100 1614
EI-CON	Boeing 737	1115 1148	G-RJXB	EMB 145	1225 1417
G-JEDF	DHC-8	1308 1352	G-MAJH	Jetstream 41	1350 1503
G-UKFI	Fokker 100	1414 1607	G-RJXE	EMB 145	1509 1601
G-RJXF	EMB 145	1547 1620	G-MAJE	Jetstream 41	1551 1630
C-GTDK	Airbus 320	1611 1722	G-JECA	CL600 RJ	1624 1706
G-RJXI	EMB 145	1652 1740	G-RJXB	EMB 145	1709 1756
G-MAJH	Jetstream 41	1750 1825	G-MAJI	Jetstream 41	1753 1829
G-BYZJ	Boeing 737 300	1822 1918	EI-CKS	Boeing 737	1835 1908
G-JECA	CL600 RJ	1922 1958	G-BYAT	Boeing 757	1941 0633(23)
G-UKFI	Fokker 100	1945 0629(23)	G-MAJE	Jetstream 41	2005 2042
G-RJXE	EMB 145	2009 0803(23)	G-RJXG	EMB 145	2011 2046
G-RJXK	EMB 135	2025 0730(23)	G-BMHT	Turbo Arrow IV	2056 0916(23)
G-RJXI	EMB 145	2101 0727(23)	G-RJXB	EMB 145	2108 0735(23)
G-MAJH	Jetstream 41	2120 0656(23)	G-MAJI	Jetstream 41	2139 0711(23)
G-BYZJ	Boeing 737 300	2217 0706(23)	G-MAJE	Jetstream 41	2250 0709(23)
C-GTDK	Airbus 320	2342 0054(23)			

23 Monday

C-GTDK	Airbus 320	0625 1012	G-JECD	CL600 RJ	0746 0829
LZ-HMW	Tupolev 154M	0851 1057	G-RJXK	EMB 135	0926 1015
G-RJXI	EMB 145	0928 1030	G-MAJE	Jetstream 41	0935 1018
G-MAJI	Jetstream 41	0944 1025	G-BYZJ	Boeing 737 300	0948 1101
G-MAJF	Jetstream 41	0953 1036	G-UKFI	Fokker 100	0955 1104
EI-CNY	Boeing 737	1000 1041	G-MAJH	Jetstream 41	1010 1347
G-BUKA	SA227AC Metro 3	1019 1647	G-RJXB	EMB 145	1022 1108
G-JECD	CL600 RJ	1027 1112	PH-KZM	Fokker 70	1038 1140
G-AWSL	PA-28 Cherokee	1054 1713	G-FRYI	King Air 200	1105 1558

G-RJXE	EMB 145	1110 1344	N123NA	King Air B200	1200 N/res
G-RJXK	EMB 135	1217 1503	G-MAJF	Jetstream 41	1249 1435
G-MAJI	Jetstream 41	1256 1440	G-JECD	CL600 RJ	1328 1412
G-RJXI	EMB 145	1332 1415	G-RJXB	EMB 145	1341 1453
EI-COA	Boeing 737	1359 1432	G-UKFB	Fokker 100	1406 1613
G-BYZJ	Boeing 737 300	1408 1538	N421N	Cessna 421C	1422 1711
G-BWEU	Cessna F152	1455 1326(25)	G-MAJE	Jetstream 41	1526 1556
G-JECD	CL600 RJ	1619 1700	G-RJXB	EMB 145	1638 1736
G-RJXE	EMB 145	1657 1752	G-RJXI	EMB 145	1703 1747
G-MAJI	Jetstream 41	1708 1744	G-RJXK	EMB 135	1710 1806
G-LICK	Cessna 172N	1721 1309(24)	G-MAJF	Jetstream 41	1724 1800
G-BEYA	Enstrom 280C	1729 1804	G-MAJH	Jetstream 41	1803 1841
G-RAMS	PA-32R Saratoga	1810 1245(1/10)	G-BBXL	Cessna 310Q	1812 0957(27)
G-BYZJ	Boeing 737 300	1814 1914	G-BAML	JetRanger	1815 1823
G-MAJE	Jetstream 41	1817 1847	D-ISWA	CitationJet	1823 1054(24)
EI-CNW	Boeing 737	1835 1908	G-JECD	CL600 RJ	1918 1956
G-RJXB	EMB 145	1922 0730(24)	G-UKFB	Fokker 100	1936 0616(24)
G-RJXK	EMB 135	1954 0736(24)	G-MAJI	Jetstream 41	2004 0704(24)
G-MAJF	Jetstream 41	2018 0707(24)	TC-AFM	Boeing 737 400	2022 2220
C-GTDK	Airbus 320	2037 2214	G-BYAT	Boeing 757	2101 0634(24)
G-RJXI	EMB 145	2104 0757(24)	G-MAJE	Jetstream 41	2119 0700(24)
G-RJXE	EMB 145	2125 0739(24)	G-MAJH	Jetstream 41	2131 0651(24)
G-BYZJ	Boeing 737 300	2133 0718(24)			

24 Tuesday

C-GTDK	Airbus 320	0656 0829	G-JECD	CL600 RJ	0748 0819
G-CBFM	TB-21 Trinidad	0750 1916(26)	G-BZHW	PA-28 Archer 3	0817 0832
G-RJXB	EMB 145	0919 1026	G-RJXK	EMB 135	0923 1010
G-MAJI	Jetstream 41	0929 1003	G-MAJF	Jetstream 41	0932 1007
G-UKFB	Fokker 100	0940 1101	EI-CNY	Boeing 737	0948 1023
G-BYZJ	Boeing 737 300	0954 1052	G-MAJH	Jetstream 41	0958 1442
PH-KZO	Fokker 70	1031 1146	G-JECD	CL600 RJ	1037 1114
G-RJXI	EMB 145	1043 1344	G-RJXE	EMB 145	1046 1130
9H-ADH	Boeing 737 300	1058 1158	G-MAJE	Jetstream 41	1124 1439
G-RJXK	EMB 135	1212 1509	G-MAJF	Jetstream 41	1256 1349
G-RJXB	EMB 145	1313 1409	G-BIRS	Cessna 182P	1321 1528
G-UKFB	Fokker 100	1351 1631	G-RJXE	EMB 145	1353 1449
G-BYZJ	Boeing 737 300	1359 1544	EI-COA	Boeing 737	1402 1431
G-MRMR	PA-31 Navajo	1413 0953(26)	G-MAJI	Jetstream 41	1416 1458
C-FTDA	Airbus 320	1433 1602	G-LICK	Cessna 172N	1453 1551
G-BRHR	PA-38 Tomahawk	1514 1919	G-WARY	PA-28 Warrior 3	1523 1549
G-FHAJ	Airbus 320	1532 1638	N421N	Cessna 421C	1557 1749
G-JECD	CL600 RJ	1629 1701	G-RJXE	EMB 145	1650 1734
G-RJXI	EMB 145	1656 1743	G-RJXB	EMB 145	1658 1757
G-LICK	Cessna 172N	1703 1129(28)	G-MAJH	Jetstream 41	1709 1752
G-MAJI	Jetstream 41	1722 1759	G-RJXK	EMB 135	1725 1810
G-MAJE	Jetstream 41	1727 1816	G-WARY	PA-28 Warrior 3	1741 1821
G-CEGP	King Air 200	1744 1931	G-MAJF	Jetstream 41	1746 1832
G-BYZJ	Boeing 737 300	1813 1912	EI-CNW	Boeing 737	1833 1906
PH-HZB	Boeing 737 800	1859 2020	G-JECD	CL600 RJ	1914 1957
G-RJXE	EMB 145	1927 0724(25)	G-UKFB	Fokker 100	1938 0633(25)
G-RJXK	EMB 135	2013 0731(25)	G-MAJH	Jetstream 41	2018 0655(25)
G-MAJI	Jetstream 41	2027 0707(25)	G-MAJE	Jetstream 41	2030 0659(25)
G-RJXI	EMB 145	2048 0807(25)	G-RJXB	EMB 145	2052 0720(25)
G-BYAT	Boeing 757	2101 0944(25)	G-MAJF	Jetstream 41	2129 0705(25)
G-OBMM	Boeing 737 400	2147 0711(25)			

25 Wednesday

C-FTDA	Airbus 320	0117 0750	G-JECD	CL600 RJ	0743 0820
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N41762 Hawker 800 XP	0757 0817	G-RJXB EMB 145	0913 1024
G-RJXK EMB 135	0930 1016	G-MAJF Jetstream 41	0934 1439
G-MAJI Jetstream 41	0937 1011	EI-CKR Boeing 737	0947 1029
G-OBMM Boeing 737 400	0950 1054	G-MAJE Jetstream 41	0959 1038
G-UKFB Fokker 100	1001 1047	G-MAJH Jetstream 41	1003 1100
PH-WXA Fokker 70	1031 1144	G-RJXE EMB 145	1034 1116
G-JECD CL600 RJ	1037 1120	G-UVIP Cessna 421C	1050 1131(26)
G-RJXI EMB 145	1111 1338	G-RJXK EMB 135	1213 1458
G-BOKD JetRanger	1244 0805(26)	G-MAJE Jetstream 41	1254 1350
G-RJXB EMB 145	1308 1409	G-MAJH Jetstream 41	1332 1441
G-OBMM Boeing 737 400	1342 1542	G-RJXE EMB 145	1346 1449
G-UKFK Fokker 100	1358 1605	EI-CON Boeing 737	1405 1435
G-MAJK Jetstream 41	1427 1503	G-BWEU Cessna F152	1509 0930(26)
G-JECD CL600 RJ	1620 1701	G-RJXE EMB 145	1644 1733
G-RJXI EMB 145	1654 1813	G-MAJH Jetstream 41	1700 1747
G-RJXB EMB 145	1706 1755	C-FTDA Airbus 320	1715 1832
G-RJXK EMB 135	1718 1807	G-MAJK Jetstream 41	1729 1809
G-MAJF Jetstream 41	1731 1815	G-BJYD Cessna F152	1741 1819
G-KVIP King Air 200	1750 0751(26)	G-OBMM Boeing 737 400	1804 1913
G-OBHL Twin Squirrel	1817 1617(26)	EI-CNY Boeing 737	1831 1904
G-MAJE Jetstream 41	1902 1939	G-JECD CL600 RJ	1906 1950
G-RJXE EMB 145	1932 0718(26)	G-UKFK Fokker 100	1937 0628(26)
G-RJXK EMB 135	1949 0727(26)	N55EN B.55 Baron	1957 1848(26)
G-MAJH Jetstream 41	2001 0710(26)	G-MAJF Jetstream 41	2028 0708(26)
G-MAJK Jetstream 41	2037 0701(26)	G-RJXI EMB 145	2103 0746(26)
G-RJXB EMB 145	2107 0740(26)	G-OBMM Boeing 737 400	2143 0720(26)
G-BYAT Boeing 757	2228 0649(26)	G-MAJE Jetstream 41	2231 0652(26)
C-FTDA Airbus 320	2344 0808(26)		

26 Thursday

G-JECD CL600 RJ	0743 0822	G-BODY Cessna 310R	0832 1327
G-DEXY King Air E90	0836 1630	G-SIRS Citation Excel	0849 1021
G-RJXE EMB 145	0912 1018	G-MAJF Jetstream 41	0919 1009
G-RJXK EMB 135	0927 1013	G-MAJK Jetstream 41	0930 1006
EI-CNW Boeing 737	0947 1033	G-OBMM Boeing 737 400	0954 1058
40084 C-21A	0959 1418	G-MAJE Jetstream 41	1001 1349
G-MAJH Jetstream 41	1003 1038	EC-IEN Boeing 737 800	1024 1142
G-RJXB EMB 145	1028 1110	G-JECD CL600 RJ	1033 1126
PH-KZJ Fokker 70	1036 1144	G-RJXI EMB 145	1044 1338
G-BWEU Cessna F152	1100 1014(27)	G-UKFF Fokker 100	1113 1158
G-RJXK EMB 135	1200 1511	G-MAJH Jetstream 41	1254 1436
G-MAJF Jetstream 41	1259 1438	40108 C-21A	1312 1521
G-RJXE EMB 145	1314 1403	G-OOOA Boeing 757	1319 1432
CS-DNR Falcon 2000	1324 1603	G-JECD CL600 RJ	1331 1408
G-TICL Airbus 320	1335 1536	G-RJXB EMB 145	1344 1456
EC-ICK Airbus 320	1353 1517	G-OBMM Boeing 737 400	1359 1544
EI-CON Boeing 737	1409 1447	G-MAJK Jetstream 41	1426 1507
G-MRMR PA-31 Navajo	1441 1520(5/10)	G-UKFF Fokker 100	1444 1606
VP-CSC Citation Ultra	1505 1217(2/10)	G-JECD CL600 RJ	1614 1655
G-RJXI EMB 145	1649 1744	G-RJXB EMB 145	1653 1737
G-MAJF Jetstream 41	1706 1752	G-RJXD EMB 145	1712 1759
G-MAJK Jetstream 41	1721 1807	G-RJXK EMB 135	1723 1813
C-FTDA Airbus 320	1725 1856	G-MAJH Jetstream 41	1729 1809
G-MAJE Jetstream 41	1749 1833	G-FIBS Ecureuil	1807 1850
G-OBMM Boeing 737 400	1817 1913	G-BMHT Turbo Arrow IV	1822 res
EI-CNX Boeing 737	1837 1910	G-ECZZ Eurocopter 120B	1847 1906
G-JECD CL600 RJ	1907 1951	G-RJXB EMB 145	1931 0822(27)
G-UKFF Fokker 100	1941 0626(27)	G-RJXK EMB 135	2001 0745(27)

G-MAJF	Jetstream 41	2011 0703(27)	G-MAJK	Jetstream 41	2024 0713(27)
G-MAJH	Jetstream 41	2030 0655(27)	G-RJXI	EMB 145	2047 0819(27)
G-BYAT	Boeing 757	2112 0641(27)	G-RJXD	EMB 145	2115 0730(27)
G-BFTC	Turbo Arrow 3	2119 1749(27)	G-OBMM	Boeing 737 400	2130 0659(27)
G-MAJE	Jetstream 41	2135 0706(27)	G-BTXG	Jetstream 31	2340 2357
27 Friday					
C-FTDA	Airbus 320	0409 0710	VP-CED	Citation Bravo	0731 0748
G-BMPC	PA-28 Archer II	0738 0756	G-JECD	CL600 RJ	0753 0825
G-RJXD	EMB 145	0920 1041	N750NS	Citation X	0929 1627
G-MAJF	Jetstream 41	0932 1009	G-RJXK	EMB 135	0935 1017
G-OBMM	Boeing 737 400	0937 1105	ZD620	BAe 125 CC.3	0947 2239
G-UKFF	Fokker 100	0952 1053	G-MAJH	Jetstream 41	0954 1347
G-MAJE	Jetstream 41	1004 1101	G-MAJK	Jetstream 41	1020 1056
EI-CJG	Boeing 737	1033 1109	G-JECD	CL600 RJ	1037 1118
PH-KZK	Fokker 70	1050 1150	EC-HZS	Boeing 737	1115 1233
G-RJXB	EMB 145	1119 1211	G-RJXI	EMB 145	1123 1338
ZD621	BAe 125 CC3	1144 1219	G-RJXK	EMB 135	1203 1513
G-BPTL	Cessna 172N	1207 1321	G-SBAS	King Air B200	1215 1258
G-BWEU	Cessna F152	1236 res?	G-MAJK	Jetstream 41	1320 1446
G-RJXD	EMB 145	1323 1423	G-JECD	CL600 RJ	1345 1419
G-MAJE	Jetstream 41	1349 1442	G-OBMM	Boeing 737 400	1400 1546
G-UKFO	Fokker 100	1412 1607	G-VUEA	Citation II	1417 1525
G-RJXB	EMB 145	1429 1522	G-MAJF	Jetstream 41	1432 1518
EI-CKS	Boeing 737	1435 1510	G-JECD	CL600 RJ	1617 1656
G-FLTB	BAe 146 200	1626 1547(28)	G-VICT	PA-31 Navajo	1629 1821
G-MAJK	Jetstream 41	1707 1748	G-RJXH	EMB 145	1709 1805
G-RJXI	EMB 145	1711 1752	G-RJXB	EMB 145	1717 1758
G-RJXK	EMB 135	1722 1808	VP-CED	Citation Bravo	1724 1742
G-WYPA	Bo105DBS	1730 res	G-MAJE	Jetstream 41	1735 1811
G-MAJF	Jetstream 41	1740 1813	G-TANS	TB-20 Trinidad	1800 0933(29)
G-MAJH	Jetstream 41	1824 1853	EI-COA	Boeing 737	1827 1859
G-OBMM	Boeing 737 400	1830 1921	G-JECD	CL600 RJ	1912 1947
C-GTDK	Airbus 320	1928 2038	G-UKFO	Fokker 100	1940 0618(28)
G-RJXB	EMB 145	1953 2023	G-RJXK	EMB 135	2009 0718(28)
G-MAJF	Jetstream 41	2037 1351(29)	C-FTDA	Airbus 320	2047 2220
G-MAJK	Jetstream 41	2051 1006(28)	G-RJXI	EMB 145	2054 1354(29)
G-RJXH	EMB 145	2108 0926(28)	G-MAJH	Jetstream 41	2128 0905(28)
EC-HGP	Boeing 737 800	2201 2331	G-BYZJ	Boeing 737 300	2203 2232
G-BVJD	Fokker 100	2229 0703(28)	EC-IEQ	Airbus 320	2234 2348
EC-GZD	Airbus 320	2236 2357	G-BYAT	Boeing 757	2310 0726(28)

28 Saturday

C-FTDA	Airbus 320	0421 0707	G-JECA	CL600 RJ	0849 0932
N145DF	Citation II	0933 1525	G-BVJD	Fokker 100	0952 1039
EI-CNX	Boeing 737	0958 1042	G-MAJK	Jetstream 41	1001 1351
G-UKFO	Fokker 100	1003 1053	PH-WXA	Fokker 70	1036 1134
G-FTIL	Robin DR400	1157 1313	G-BYAT	Boeing 757	1242 1405
G-RJXH	EMB 145	1244 1611	G-MAJC	Jetstream 41	1249 1615(29)
C-FTDA	Airbus 320	1302 1437	G-LICK	Cessna 172N	1321 res
G-CIFR	PA-28 Archer II	1340 1509	G-BVZH	Boeing 737 500	1342 1444
G-JECC	CL600 RJ	1357 1513	G-UKFO	Fokker 100	1408 1603
G-MAJH	Jetstream 41	1426 1507	EC-HJP	Boeing 737 800	1606 1718
G-JEDZ	DHC-8	1608 1642	G-BBXL	Cessna 310Q	1630 1004(11/10)
EC-FXY	DC9 82	1636 1751	OY-MRKL	Boeing 737 700	1640 1734
G-CIFR	PA-28 Archer II	1727 1008(29)	G-MAJH	Jetstream 41	1740 1004(29)
G-OCBI	Hughes 269	1809 1016(8/10)	EI-CNT	Boeing 737	1906 1941
G-UKFK	Fokker 100	1938 0611(29)	G-BYAT	Boeing 757	2035 2150
C-FTDA	Airbus 320	2039 2213	G-BVJD	Fokker 100	2110 0708(29)

G-RJXH	EMB 145	2147	1229(29)	EC-HZS	Boeing 737 800	2233	2345
EC-HJP	Boeing 737 800	2320	0020(29)				
29 Sunday							
C-FTDA	Airbus 320	0324	0804	G-BYAT	Boeing 757	0329	0608
G-UKFK	Fokker 100	0930	1042	CS-DNV	Hawker 800 XP	1023	1152
G-HIRE	GA7 Cougar	1029	1547(2/10)	G-BVJD	Fokker 100	1036	1122
PH-KZN	Fokker 70	1040	1136	EI-COX	Boeing 737	1110	1148
G-SKYO	T67M Firefly	1207	1225	G-RJXB	EMB 145	1246	1414
G-MAJH	Jetstream 41	1257	1430	G-JEDE	DHC-8	1300	1345
G-TANS	TB-20 Trinidad	1336	0944(4/10)	G-UKFK	Fokker 100	1403	1604
N900CB	Cessna 421C	1420	0818(10)	C-FTDA	Airbus 320	1455	1625
G-RJXH	EMB 145	1500	1602	G-MAJK	Jetstream 41	1511	1557
G-RJXE	EMB 145	1555	1630	G-RJXI	EMB 145	1654	1743
CS-DNK	Hawker 800 XP	1705	0848(30)	G-JECC	CL600 RJ	1707	1736
G-MAJH	Jetstream 41	1720	0708(30)	G-RJXB	EMB 145	1725	1834
N750NS	Citation X	1731	1801	G-MAJF	Jetstream 41	1758	1849
G-MAJK	Jetstream 41	1812	1852	G-BYZJ	Boeing 737 300	1817	1934
EI-CJG	Boeing 737	1830	1909	N421N	Cessna 421C	1915	1924
G-BYAT	Boeing 757	1929	0629(30)	G-JECC	CL600 RJ	1936	2011
G-UKFK	Fokker 100	1941	0622(30)	G-RJXH	EMB 145	1944	0740(30)
G-RJXF	EMB 145	2003	2045	G-MAJC	Jetstream 41	2030	0706(30)
G-RJXI	EMB 145	2043	0749(30)	G-MAJK	Jetstream 41	2054	0653(30)
G-MAJF	Jetstream 41	2102	0702(30)	G-RJXB	EMB 145	2113	0726(30)
G-BYZJ	Boeing 737 300	2200	0712(30)	C-FTDA	Airbus 320	2242	2349
30 Monday							
C-FTDA	Airbus 320	0527	0926	G-JEDE	DHC-8	0808	0842
G-VUEA	Citation II	0816	0940	LZ-HMW	Tupolev 145M	0845	0942
G-RJXB	EMB 145	0918	1025	G-RJXK	EMB 135	0925	1011
G-MAJH	Jetstream 41	0929	1006	G-MAJF	Jetstream 41	0936	1020
G-MAJK	Jetstream 41	0952	1034	G-UKFC	Fokker 100	0959	1043
EI-COA	Boeing 737	1001	1041	G-BYZJ	Boeing 737 300	1008	1058
G-MAJC	Jetstream 41	1027	1407	G-RJXI	EMB 145	1036	1118
G-RJXH	EMB 145	1038	1348	PH-KZD	Fokker 70	1046	1217
VP-CAT	Citation I	1141	1112(03)	G-JEAT	BAe 146 200	1201	1241
G-RJXK	EMB 135	1206	1500	G-MAJK	Jetstream 41	1250	1453
G-MAJH	Jetstream 41	1303	1451	G-RJXB	EMB 145	1307	1426
G-MAPP	Cessna 402B	1311	1411	EI-DMG	Cessna 441	1325	1724
N750NS	Citation X	1344	1626	G-RJXI	EMB 145	1350	1449
EI-CKP	Boeing 737	1409	1446	G-UKFJ	Fokker 100	1421	1621
G-BYZJ	Boeing 737 300	1425	1537	G-LACA	PA-28 Warrior II	1434	1533
G-FOTO	PA-23 Aztec	1436	1522	G-JEAT	BAe 146 200	1442	1523
G-MAJF	Jetstream 41	1444	1519	G-BJYD	Cessna F152	1457	1540
G-RJXI	EMB 145	1642	1728	G-MAJH	Jetstream 41	1706	1747
G-RJXK	EMB 135	1709	1759	G-RJXH	EMB 145	1714	1753
G-RJXB	EMB 145	1727	1805	G-MAJC	Jetstream 41	1736	1825
G-MAJK	Jetstream 41	1737	1811	G-MAJF	Jetstream 41	1739	1815
G-JECD	CL600 RJ	1750	1820	G-NELI	PA-28R Arrow	1812	1940
G-BYZJ	Boeing 737 300	1822	1907	EI-CNY	Boeing 737	1843	1917
N126RB	PA-34 Seneca	1913	0810(01)	G-BMPC	PA-28 Archer II	1921	1937
G-RJXI	EMB 145	1931	0727(01)	C-FTDA	Airbus 320	1934	2117
G-UKFJ	Fokker 100	1941	0620(01)	G-RJXK	EMB 135	1951	0735(01)
CS-DNK	Hawker 800 XP	1954	0842(01)	G-MAJH	Jetstream 41	1958	0650(01)
G-JECD	CL600 RJ	2007	2037	G-MAJK	Jetstream 41	2017	0710(01)
TC-APR	Boeing 737 400	2025	2142	G-BYAT	Boeing 757	2038	0632(01)
G-MAJF	Jetstream 41	2041	0659(01)	G-RJXB	EMB 145	2054	0743(01)
G-RJXH	EMB 145	2056	0740(01)	G-MAJC	Jetstream 41	2134	0706(01)
G-BYZJ	Boeing 737 300	2136	0714(01)				

From and To

01) LX-ONE/Bourgaz-Luxembourg;OE-GAA/Corfu-Innsbruck; N79EL/Cannes-EMA:02) N750NS/F & T Jersey: 03) HB-IIO/Geneva-New York;OO-LAC/F n/s T Kortrijk: 04) N213CT/Guernsey-n/s-Birmingham: 05) N55424/F n/s T Southend: 06) VP-CED/Hawarden Bournemouth; CS-DNV/Palma-Luton: 07) N595PM/F & T Lille: 10) N750NS/Jersey-Berne: 11) N971CT/F & T Gamston; El-DMG/Cranfield-Waterford: 12) D-CGGG/Munster-Le Bourget: 13) D-ISCH/Nuremburg-Rothenburg; D-GELB/???; CS-DNM/Faro-Malaga: 14) N709AT/???; F-GPAK/F & T Dublin: 15) CS-DNX/Luton-n/s-Westerland (Sylt): 16) N4H/???;D-EPLK/F n/s T Dusseldorf: 17) N750NS/Berne-Jersey;N4SP/Rome n/s Berlin;N550FP/F n/s T Antwerp: 18) OY-GGG/F & T Sonderborg;UR42381/F n/s T Zaporozhye(Mokraya);N900CB/F n/s T Guernsey: 19) LX-PCT/F-T Zurich;CS-DFM/Lyon-n/s-Edinburgh: 20) SE-DVP/F-T Birmingham;CS-DNN/???-Coventry; N709AT/???-n/s-Barton: 21) N2683Y/Gatwick n/s;N971RJ/F-T Biggin Hill;N709AT/???-n/s: 23) N123NA/Reykjavik-New res; N421N/Birmingham-Humberside;D-ISWA/Belfast City-n/s-Cambridge: 24) N421N/Humberside-Bournemouth: 25) N41762/Blackpool-Manchester;N55EN/F-T Elstree: 26) CS-DNR/F-T Birmingham;VP-CSC/F-n/s-T Humberside: 27) VP-CED/Hawarden-Edinburgh and return;N750NS/F-T Jersey:28) N145DF/F-T Luton: 29) CS-DNV/Saltzburg-Nice;N900CB/F n/s T Guernsey;CS-DNK/Le Bourget-n/s-Torrejón;N750NS/Jersey-Birmingham;N421N/Bournemouth-Humberside:30) VP-CAT/Prague-n/s-Waterford;EI-DMG/Swans Brussels;N750NS/F-T Jersey;Birmingham-n/s-Exeter;CS-DNK/Torrejón-n/s-Northolt:

Overshoots

02) XX497/CWL74: 03) XX482/CWL70;G-ORSP/MAKIN 01;ZF240/LOP46;XX497/CWL06:04) XX482/CWL73; G-BAXY;G-AYEF: 05) G-BAXY;XX840/COLT91: 06) XX493/CWL75:09) ZF168/LOP12: 12) XV303/ASCOT652: 13) XX482/CWL64;G-BAXY: 16) XX493/CWL66; XX492/CWL69: 17) G-BPYO; G-BFAI: 18) ZF293/LOP12; XX498/CWL70; XX493/CWL72: 19) G-BFAI; XX493/CWL71: 20) G-BAXY: 23) ZF143/LOP46: 24) G-BWXB/CFN44; ZF317/LOP24; XX846/COLT95; XX500/CWL77; G-BAXY; XX499/CWL66; XX841/ COLT91: 25) ZF317/LOP45; G-BWXD/CFN11; G-BAXY; XX497/CWL77: 26) ZF244/LOP40; ZF448/LOP24: 27) ZF513/LOP64; G-BAXY: 30) XX150/COLT87:

LBA movements review, September 2002

Operating from Bourgaz to Luxembourg on the 1st as "Duke one ambulance" was the Lear Jet 45 LX-ONE of Duclair with the Citation V OE-GAA from Corfu to Innsbruck whilst the Beechjet 400 N79EL was from Cannes to its base at EMA. The Citation X N750NS operated by Aviation Beaport was from and to Jersey as "Beaport 6NS" on the 2nd. Bigger metal on the 3rd was the Private Air Boeing 737 700 HB-IIO using callsign "Private 568" from Geneva to New York and joining it was the King Air 200C OO-LAC night stopping from and to Kortrijk as "SVS 231". Another King Air was the C90 N213CT of Corgi Toys night stopping from Guernsey to Birmingham on the 4th.

Yet another night stopper was the Socata TB-10 N55424 on the 5th from and back to Southend. On the 6th the Citation Bravo VP-CED was from Hawarden to Hurn with Hawker 800XP CS-DNV being "Skyshare 7195" from Palma to Luton. From and to Lille on the 7th was the PA-46 N595PM and on the 10th the Citation X N750NS returned from Jersey to Berne as "Beaport 6NS". From and to Gamston on the 11th was the Diamond DA-20 N971CT which is another name for a Katana, also noted was the Dawn Meats Cessna 441 EI-DMG from Cranfield to Waterford. Lone foreigner on the 12th was the Lear Jet 31A D-CGGG from Munster to Le Bourget. More Germans on the 13th when CitationJet D-ISCH of Gerhard Schubert was from Nuremburg to Rothenburg and was joined by D-GELB from points unknown which the tower log has down as a PA-34 Seneca but which is believed to actually be a PZL M20-03 Mewa which is a Seneca built under licence in Poland. Joining them on the 13th was Hawker 800XP CS-DNM as "Skyshare 884P" from Faro to Malaga.

Arriving from Dublin on the 14th was the Aga Khans Gulfstream 4 F-GPAK for local horse racing and the Agusta A109E N709AT visiting the same day was thought to be connected. Night stopping on the 15th was the Hawker 800XP CS-DNX from Luton to Westerland as "Skyshare 4766". The 16th saw the Dauphin 2 helicopter N4H coming in and staying for some considerable time with Multiflight and night stopping on the same day was the PA-46 D-EPLK from and to Dusseldorf. Back again on the 17th was the Citation X N759NS with the usual callsign from Berne night stop and out to Guernsey whilst also night stopping was the Citation Bravo N550FP from and to Antwerp as "Flying Group 552" and the Gulfstream 4 N4SP from Rome to Berlin. The Citation VII OY-GGG was calling "Mermaid6229" when it was from and to Sonderborg on the 18th but more interesting that day was the night stopping Yak 42 UR42381 from and to Zaporozhye with a

football team to play Leeds United, meanwhile the Cessna 421C N900CB night stopped from and to Guernsey.

A second Luxembourg registered aircraft on the 19th was Lear Jet 31A LX-PCT from and to Zurich, on the same day Citation Excel CS-DFM when it night stopped from Lyon to Edinburgh as "Skyshare 6873". From and to Birmingham on the 20th was the Falcon 100 SE-DVP and Hawker 800XP CS-DNN was "Skyshare 1217" when it went to Coventry with the Agusta A109E N709AT night stopped before going to Barton. From Gatwick on the 21st was the Cessna 421C N2683Y which went into Multiflight for a short stay whilst from and to Biggin Hill was the Twin Comanche C/R N971RJ and night stopping again was Agusta A109E N709AT. A new resident arriving from Reykjavik on the 23rd was the King Air 200 N123NA which is due to become G-MOUN in due time, also noted that day was the Cessna 421C N421N from Birmingham and to Humberside as "Solo 1" plus the night stopping CitationJet D-ISWA from Belfast City to Cambridge.

On the 24th the Cessna 421C N421N was from Humberside to Bournemouth again with callsign "Solo 1". Hawker 800XP N41762 was from Blackpool to Manchester on the 25th and was using the callsign "JMAX". Joining it was the Baron N55EN from and to Elstree. Two more callsigns on the 26th when Falcon 2000 CS-DNR was from and to Birmingham as "Skyshare 832P" and Citation Ultra VP-CSC of Stadium City used "Stadium 1" when it night stopped from and to its home at Humberside. Citation Bravo VP-CED on the 27th was from Hawarden to Edinburgh in the morning and back again the other way at teatime whilst Citation X N750NS with its usual callsign was from and to Jersey. On the 28th Citation II N145DF was from and to Luton. On the 29th two Cessna 421C's were N900CB from n/s to Guernsey and N421N callsign "Solo 1" from Bournemouth to Humberside, joining them were two Hawker 800XP's in the forms of CS-DNV as "Skyshare 229P" from Salzburg to Nice and CS-DNK night stopping from Le Bourget to Torrejon as "Skyshare 749P". Finally on the 30th we had the Citation I VP-CAT as "Sark 1" from Prague n/s to Waterford, Cessna 441 EI-DMG from Swansea to Brussels, Hawker 800XP CS-DNK from Torrejon n/s to Northolt, Seneca N126RB night stopping from Birmingham to Exeter and the usual Citation X N750NS from and to Jersey.

Military notes this month are as follows. On the 7th Islander ZG993 was from and to Belfast International as "Army 338". On the 12th we had a C-21A from the USAF in the shape of 40112 from and to Mildenhall as "Bursar 59". On the 14th the RAF Hercules ZH883 was from Jersey to Brize Norton as "Ascot 352". Two more C-21A's on the 17th were 40081 "Bursar 23" from Gatwick to Lakenheath and 40086 "Jalopy 22" from Mildenhall n/s to Ramstein. Then on the 26th there were two more C-21A visitors when 40084 was "Bursar 35" from Mildenhall to Fairford and 40108 was "Spar 91" from Pisa to Ramstein. For a change on the 27th it was two RAF BAe 125 visitors when ZD620 was "Kitty 41R" from Northolt to Marham and ZD621 operated as "Ascot 733" from and to Northolt.

Terry Sykes

Ken Pyne Things to do at the weekend





LEEDS/BRADFORD NEWS

As you would expect this month, the news is dominated by the announcement of the establishment of a base by a low cost operator at Leeds/Bradford. Jet 2 will base initially two Boeing 737-300's at LBIA, to be increased to four based aircraft during the summer.

The company, part of the Dart Group, appeared in local press, local T.V. and local radio, inviting people to vote for the destinations they thought Jet 2 should fly to from LBIA.

Destinations were announced on the 13 November and these are Amsterdam, Malaga, Milan, Palma, Nice and Barcelona. Flights are now due to commence on 12 February.

Based on three rotations a day and a nominal passenger load of 100 passengers per flight, four Boeing 737s would carry over 800,000 passengers a year, representing over a 50% increase on current passenger levels. However, as I have previously reported, negotiations will have been tough, and margins received by the airport from the airline direct very minimal.

Of course, to cater with such a large increase in passengers, development will have to take place quickly in many areas, and two that spring to mind which will need immediate attention are check in facilities and car parking provision (which also could be a good money earner for the airport in view of increased number of passengers).

While the airport authority has not found a pot of gold in Jet 2, the airport's ultimate shareholders, all the rate payers of the local area, can now reap the benefits of low cost travel from their own airport.

I am sure this contract has not been easily won, and has involved a lot of hard work by the airport team. Well done to them for pulling this one off, and I am sure we all wish this venture every success both for the airport and for Jet 2.

Press releases were as follows:

From LBIA:

JET 2 Delivers Low Fares to the Yorkshire Region.

Leeds Bradford International Airport today announced that low cost carrier, JET 2, a subsidiary of Dart Group PLC, the aviation services and distribution group with over 20 years commercial aviation experience, has chosen the airport as its base. Launching its first flights in February 2003, the airline will operate four Boeing 737-300 aircraft next summer and will be flying to a range of European business and holiday destinations dramatically expanding the destinations served from Leeds Bradford. JET 2 aims to deliver low cost flights to the Yorkshire community and beyond.

Ed Anderson, the Airport's Managing Director said, "The region has been waiting for a low cost carrier. There is a huge demand for this service in Yorkshire and we are delighted that JET 2 has decided to choose Leeds Bradford International Airport."

Philip Meeson, JET 2's Chief Executive said, "With JET 2 we will be meeting the local community's strong demand for low cost air travel. For the first time people in the region will be able to benefit from European low cost travel on their doorstep."

From The Dart Group:

UK aviation services company Dart Group has this morning unveiled plans to join the increasingly crowded budget flights market by launching a low cost passenger service operation from Leeds Bradford International Airport.

Dart's Bournemouth-headquartered passenger and freight charter unit, Channel Express (Air Services), will operate the services, alongside its existing activities. The low cost operation, to be branded under the Jet 2 name, will utilise Boeing 737-300QC aircraft.

The company suggests use of the quick-change aircraft will enable it to maximise the utilisation of its fleet - by operating passenger services during the day and cargo flights at night. In addition to using Channel Express' existing 737 fleet, the company also intends to acquire more aircraft to "support the expansion".

Selection of Leeds Bradford as the base for the services makes it the second airport in north England to unveil new low cost services this week. On 21 October easyJet announced it would launch a mini-hub at Newcastle International Airport next spring.

Dart Group chairman Philip Meeson says: "We are to be working with Leeds Bradford International Airport which has a catchment area of 9.5 million people, who are not adequately served by low cost carriers."

KLM UK closes down at the end of the month when it will be known as KLM Cityhopper. All the British registered aircraft will be converted to the Dutch register.

AIRPORT NEWS

Passenger figures for U.K. airports for the month of August have been realised:

	Aug 2002	Aug 2001	% +/-
Heathrow	6,132,268	6,074,046	+0.96%
Gatwick	3,554,212	3,652,036	-2.68%
Manchester	2,201,860	2,277,178	-3.31%
Stansted	1,743,580	1,567,270	+11.25%
Birmingham	901,066	880,564	+2.33%
Glasgow	829,769	755,718	+9.80%
Luton	704,594	710,279	-0.80%
Edinburgh	688,013	597,722	+15.11%
Newcastle	400,122	405,616	-1.35%
Belfast Int.	394,137	418,481	-5.82%
East Midlands	389,680	297,756	+30.87%
Bristol	376,504	324,741	+15.94%
Liverpool	304,440	225,818	+34.82%
Aberdeen	240,102	237,539	+1.08%
Belfast City	189,304	103,656	+ 82.63%
Jersey	179,806	186,433	-3.55%
Leeds/Bradford	166,646	157,111	+6.07%
Cardiff	163,222	192,133	-15.05%
Prestwick	150,556	129,319	+16.42%
London City	130,311	141,651	-8.01%
Guernsey	92,147	96,160	-4.17%
Teesside	79,691	90,129	-11.58%
Southampton	78,086	86,489	-9.72%
Isle of Man	70,606	69,767	+1.20%
Humberside	58,132	48,100	+20.86%
Bournemouth	44,643	28,842	+54.78%
Norwich	44,192	41,879	+5.52%
Inverness	38,510	36,673	+5.01%

Ryanair unveiled plans for a \$114 million second terminal at Dublin Airport to handle up to 10 million passengers each year, lower operating costs, and break up a monopoly.

Ryanair said the proposed terminal would almost double the capacity at the airport, which is owned by Irish state airports authority Aer Rianta. The plans also propose two short-term car parks and two new hotels.

"The only thing holding back Irish tourism in recent years has been high access costs, and the third-world facilities that have been developed by the Aer Rianta monopoly," Ryanair Chief Executive Michael O'Leary said in a statement.

Ryanair said the new terminal could be opened by 2004 if the government gave permission for the project to go ahead and for construction tenders to proceed before the end of 2002. "Ryanair's submission confirms that whilst it is prepared to build and fund this facility, it has no particular interest in either owning, developing or operating it," said the airline. But Ryanair said its plans had been reviewed and approved by 10 international airport operators, all of which said they would be interested in building and operating the terminal.

The Irish government said in August it was advertising for proposals to build and operate a second passenger terminal at Dublin Airport, estimated to be handling 30 million passengers by 2020 compared with 14 million last year. O'Leary said on Friday if the government backed his plans for a second terminal, Ryanair would double its aircraft at Dublin Airport to twenty Boeing 737 aircraft from ten.

AIRLINE NEWS

Air Wales has bought one of Wales' smallest airports. Local businessman Roy Thomas, the chairman and owner of the Cardiff-based airline, has bought Swansea Airport for an undisclosed fee.

An Air Wales spokesman said the move would create a host of new jobs, and looked forward to "a dramatic increase in staff numbers over the next few months".

Two new 50-seater ATR-42 aircraft have been ordered by the airline to cope with the expected increase in flights from Swansea, Cardiff and Plymouth Airports. Air Wales is three years old and operates from Swansea to Dublin, Cork and Jersey.

Balkan Bulgarian is to be placed in liquidation after its creditors today rejected a reorganization plan, legal administrators for the carrier said. With debts of 92 million euros to 2,200 creditors, Balkan began bankruptcy procedures in March 2001. Creditors have rejected a restructuring for the airline and insisted on the sale of its assets to pay off its debts, said administrator Olga Milenkova.

Balkan has sold tickets and accepted reservations until November worth 500,000 usd, Milenkova said, adding that passengers will either be reimbursed or booked on other airlines.

An Israeli group, Zeevi Holdings, in June 1999 acquired a 75 per cent stake in Balkan for \$150,000 and suspended operations in February 2001. The company resumed flights in May and June 2001 to Dubai, London, Tel Aviv, Paris, Frankfurt, Moscow, Berlin and other destinations in order not to lose its landing rights. Prior to 1999 it had flown to more than 50 cities. The Bulgarian government last August announced plans to create a new airline to replace Balkan.

Bmi British Midland says a decision to overhaul its fare structure meant passenger numbers were last month up 18% on a year ago. The budget carrier introduced one-way fares in June and lifted restrictions such as Saturday night stop-overs in an effort to win back customers. Bmi also cut prices but decided to keep up a full service of free food, lounges and business facilities.

Passenger volumes on full service bmi routes rose 12% in September with a 57% jump on transatlantic routes from Manchester. Including the airline's own budget operation bmibaby, which launched in March, total passenger volumes were up 18% on September 2001.

The group's load factor - the percentage of capacity taken up on a plane - was 72%, an 8% improvement. Austin Reid, bmi's chief executive, said: "We are now beginning to see the positive benefits of the strategic decisions taken over recent months." He added it was "exceptionally rewarding" to see the biggest gains

in the UK on routes where it faces the stiffest competition from low-cost groups. Services between Heathrow and Belfast carried 67% more passengers than a year ago while there was a 24% jump on the Heathrow to Edinburgh route.

Derby-based bmi runs 2,000 flights a week to 25 destinations but has suffered from the rapid growth of Ryanair and easyJet, which now owns Go.

British Airways, Europe's largest airline, today reported a sharp rise in profits as it fights its way back to recovery through a severe cost-cutting campaign.

Pre-tax profits for the three months to 30 September rose to £245m, against £5m a year ago. The figures were in sharp contrast to May, when BA reported its worst set of results since privatisation 15 years ago with 2001 losses of £200m. Today's quarterly results bring BA's first half profits to £310m, compared to £45m a year ago.

BA's solid results show that its cost-cutting and other measures to fight off its rampant discount challengers such as Ryanair and easyJet are bearing fruit.

Under its "future size and shape" strategy, BA is axing jobs, simplifying its fleet, dropping unprofitable short haul routes, adopting online ticketing tactics used by its low cost rivals and offering its own cheap fares.

The group, which employs 47,000 staff, has cut about 8,000 jobs since August 2001 and aims to reduce staff by 10,000 this financial year and 13,000 by March 2004.

"These results show we are delivering despite the difficult trading environment and continued uncertainty in the market," chief executive Rod Eddington said in a statement. He cautioned, however, that there was still a "long way to go".

Mr Eddington has reasons to be cautious. While profits rose, turnover slipped to £2.1bn, against £2.2bn a year ago. Passenger numbers also fell during the period, to 10.6m - 6.2% fewer than the 11.3m carried at the same time last year. Most crucially, BA and other established carriers could suffer another devastating blow in the event of war against Iraq, just as they are on the mend. "There is still some real uncertainty out there - what is going to happen in the Middle East, what is going to happen with the major economies?" Mr Eddington said in a conference call. "While the geo-political uncertainty exists, it is difficult to talk about when we will see an increase in revenues."

Even as BA - demoted from the FTSE 100 index in September - fights its way back from the financial abyss, its low cost rivals are forging ahead. Ryanair, the discount Irish carrier, reported record first half profits of 151m euros (£95m).

easyJet, Europe's number one low cost airline, today announces that it will establish a new base at Newcastle, bringing a range of low fare destinations to the North East region for the first time.

In April 2003, easyJet will start flying to three European cities direct from Newcastle International Airport, in addition to the Newcastle-London route currently flown by Go.

easyJet will start with two aircraft based at the airport, with more scheduled to be added as the route network is increased.

Newcastle is the first new base to be announced since the integration of Go into easyJet created the largest low cost airline in Europe. This base fills a gap in easyJet's otherwise comprehensive coverage of the UK.

Ed Winter, director of easyJet, says: "There were a number of options for the location of our next base. Our experience in Newcastle with Go shows that there is massive demand for low fares, and the current airlines serving the North East are not giving travellers enough choice. "We are going to bring thousands of

low fares on a range of direct flights which, for the first time, makes travelling to Europe cheap, quick and hassle-free."

This announcement follows a period of negotiation between Newcastle International Airport and easyJet, which builds on the relationship established by Go.

Ed Winter says: "The airport management recognised the value easyJet can bring to the region. Our track record at other airports around the UK clearly demonstrates the benefits brought by a well-established low cost airline, and we're delighted to be bringing Europe's number one to the North East."

The first easyJet routes from Newcastle will be announced in the coming weeks. Customers wishing to be among the first to learn the details of destinations, fares and special offers should register for easyJet email updates by visiting easyJet.com and clicking on "register".

Go has operated the Newcastle-London Stansted route since November 2001, and increased the frequency of service to four times daily from 28 October.

Finnair has renewed its fleet quicker than originally planned, and has just bought two Airbus A319 planes from the former Sabena. Next year, five A320 aircraft will follow. The planes will replace Finnair's ageing DC9s, which will now be retired by October next year.

Finnair today operates eight DC9s seating 122, five A319s seating 126 passengers, six A320s with 150 seats and four A321s with room for 181 travellers.

KLM has put its low cost airline Buzz at the forefront of its budget operations as a stand-alone operator. Launched in 2000, Buzz has grown to be the third largest low-cost carrier in the UK and an expansion of its European routes this year has seen it make significant inroads in the French and German markets.

In an earlier shake-up of its UK network, the no-frills carrier took over the busy London Stansted to Amsterdam route this winter from **KLMuk**. It now intends to open a second UK base at Bournemouth Airport on the south coast in addition to its Stansted operation.

Buzz, which is expected to break even this year, is to start renewing and expanding its fleet in 2003 by replacing its BAe 146 aircraft with Boeing 737-300s. Negotiations for the airline's second phase - once it has replaced the BAe 146s - are still underway.

The KLM board announced that its other low fare operation, Transavia, will continue to concentrate on charter and scheduled flights for the leisure market, using Amsterdam's Schiphol Airport as its home base.

Pakistan International Airlines (PIA) has signed an agreement with Boeing to buy eight 777 passenger aircraft. Worth approximately \$1.2 billion at list prices, the order provides a small but much needed boost for Boeing's 777-200LR programme. Launched in February 2000, the 301-seat 777-200LR will fly more than 10,000 miles without stopping, making it Boeing's longest-range jet.

An airline statement, issued following a signing ceremony in Karachi, said the aircraft deliveries would begin in February 2004 and continue until 2008. The 777 purchases are part of a \$2 billion fleet-development plan PIA has announced for the period until 2008. Besides the two 777-200LRs, PIA is buying three 777-200ER jets and three 777-300ER planes for use on its long-haul routes.

Ryanair again underlined its challenge to established carriers by reporting record profits of 151m euros (£96m) for the first half of 2002. After-tax profits for April to September at Europe's second biggest low-cost carrier soared 71% from a year ago, easily topping City estimates. But Ryanair warned that profit growth in the coming months would not be as strong after an exceptional first half.

The airline group has now increased its forecasts for full year-profits to 230m euros from 200m euros. In stark contrast to established carriers such as British Airways, Ryanair and other discount carriers have

notched up impressive growth and profits despite the slump in air travel after the attacks of 11 September 2001.

Sky Bus International Airline plans to use aircraft to run daily no frills transatlantic flights between Luton and Florida's Sanford Airport.

The carrier intends to operate a Boeing 767-300ER from Luton to Sanford and then continue to Portsmouth, near Boston where connections with Pan Am and possibly U.S. no frills carrier Jet Blue would be offered. Another aircraft will operate Luton-Portsmouth-Sanford, giving non-stop services between the U.K. and both U.S. destinations.

Sky Bus aircraft will be painted in a yellow and black livery, like the U.S. School Buses. The airline will offer unrestricted one way fares of \$150, with some tickets discounted to less than \$99.

AIRCRAFT NEWS

Boeing wants to bounce back, but it may take a little longer than those currently on the payroll would like. This year the company expects deliveries to drop 28 percent to 380 aircraft from last year's level of 527. That figure could get worse if the airlines continue to head toward bankruptcy. The latest guess from Alan Mulally, Boeing's commercial-airplanes unit chief, is that business will remain flat into 2004. The chief didn't elaborate on exactly how many planes the company expected to deliver in 2004, but did say the outlook was "cloudier" than originally thought.

The lukewarm vibes aren't emanating from Boeing alone. The company's largest supplier of engines - General Electric Company's GE Aircraft Engines - announced last week that it would cut 1,000 jobs this year and up to 1,800 next year. "At this moment, we believe we are just over 12 months into what will likely be a minimum 36-month slowdown," David Calhoun, president of GE's engine division, told MSNBC. "This is six to twelve months longer than we originally predicted."

At Airbus, where commercial airline orders recently outpaced those for Boeing, company officials are lusting after the idea of now surpassing Boeing for the first time in the race to deliveries, according to the Seattle Post-Intelligencer. Airbus is predicting they will deliver 300 jets next year, as compared to Boeing's estimate of 275 to 300.

A clue to the scale of Boeing's problems can be gained from the reductions in size at the Boeing production facilities. In the past two years Boeing has announced reductions of more than 11 million square feet from facilities in the Puget Sound area. In the latest cut, the company announced it would vacate seven buildings in its Everett facility, accounting for about 1.2 million square feet, according to The Seattle Times.

The Everett facility houses the Sonic Cruiser development team and the 777 wing-spar assembly unit. So far, Boeing plans to relocate nearly 1,900 workers to other locations, but layoffs could follow as the company tries to streamline its production efforts.

OTHER NEWS

State-backed insurance cover against terrorist attacks on UK airlines came to an end on the 31 October.

Governments in the EU and US stepped in with state aid for airlines when commercial rates became too expensive after the September 11 attacks. Denmark, Luxembourg and Sweden have already stopped their aid. Britain, Finland, Spain and the Netherlands ended theirs on the 31 October. But governments in Germany, France and the US are keeping their cover in place.

The European Court of Justice has ruled that "open skies" accords between EU nations and the US violate EU law. The ruling on a European Commission case lodged against eight EU members who have forged their own aviation liberalisation deals with Washington.

The nations affected are Austria, Belgium, Britain, Denmark, Finland, Germany, Luxembourg and Sweden. The EC wants the US to agree a deal with the whole 15-nation EU that would give greater access to US airports.

Fifty people who say they suffered deep vein thrombosis while sitting in cramped plane seats have launched a legal action against 28 airlines.

The families of six passengers who died from the blood clots are also suing for compensation in the High Court. Their lawyers argue the airlines should have warned passengers there was a risk of developing blood clots while sitting for hours on long-haul flights. Airlines named in the High Court action deny putting passengers at risk.

Well that's it for another year. I would like to thank all those who have contributed to this section over the year, be it through E-mailing articles to me or sending me magazines, cuttings etc.

It only remains to wish you all a very happy Christmas and a Happy New Year.

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CREDITS: Aircraft Illustrated, ACW, ATW, AV Flash, Civil Spotters, LBA2 and YAG E-mail sites, and all their contributors, IFW, LBA WEB Site, Teletext, Telegraph and Argus, TTG, Lawrie Coldbeck, Pete Smith, Steve "ASU" Snowden.

David Wooler

AIR YORKSHIRE COMMERCIAL CHRISTMAS COMEDY CRACKER

One Saturday, a student pilot (read: his instructor) failed to report downwind as requested by the tower. Just before turning base the controller realised that the aircraft had not reported downwind, and the sequence wouldn't work so he told the offender to make two left 360s and report back on base.

Another aircraft entering the circuit called in and said that he had traffic in sight manoeuvring ahead. The controller replied, "Don't worry about him, he's in the penalty box!"

Pilot: Air France Alpha Victor short final 23.

Controller: AF Alpha Victor cleared to land 23. Is it for a full stop?

Pilot: Wait a second. I'll ask the passengers.

ATC: Shamrock123 you are number two in traffic.

S123: Roger Surr, is dat number one in front?

"London, this is G-xx, solo cross-country, I'm lost and require assistance."

D&D: Roger G-xx. What was the last point at which you were sure of your position?

A/C: Holding point A1, just before departure...

From a distinctly foreign sounding student obviously struggling with English and the vagaries of asymmetric NDB training:

"XXX123T What are your intentions from this approach?"

"Er 123T, I want to break cloud and see the runway right in front of me."

A/c: Apc EYZ123 with descending 6000

atc: EYZ123 roger, number 3 40 track miles to run reduce speed 210 kts

A/c: eerrr... can we keep our speed up approach

atc: Affirm keep the speed up you're number 5 50 track miles....

To/from RAF Harrier trying to work out VFR conditions

"Bandit 3 what's your impression of the circuit?"

Bandit 3 "Sorry I don't do impressions."

F111 in trouble squawking 7700
"Reno26 do you have a problem?"
"No problem sir, we're ejecting."

Controller is working extremely hard in a very busy sector
US military tanker chips in: Ahh centre, Whist***** there's too much traffic up here at 350, we'd like to descend.
Unidentified: Well stop refuelling them, that will reduce the traffic!

A pilot took his grandson to the airport to watch airplanes, which always enthralled the boy. He watched, fascinated, as several airplanes took off and flew up, up and away, into the sky. Then they spotted a plane on final, and the boy asked what the plane was doing. The grandfather explained that the pilot was done flying and coming in to land now. And the boy looked up with angelic eyes and said, "But if you take off, why would you ever want to land?"

Some years ago, streams of RAF Vulcan B2s were flying into their base in extremely marginal (foggy) weather. Once on the ground, and after roll out, each pilot in turn was asked, "What height did you see the runway lights?" Answers such as 250 and 300 confirmed that pilots had landed within safe limits — all except the last.

That radio sequence follows:

XXXXX: On the runway from approach, which dispersal please.

Tower: Back to Alpha. At what height did you see the lights, please?

[pause]

XXXXX: What lights?

Aircraft: Ground, Bigjet 123 would like to report a family of cats crossing taxiway Bravo.
Ground: Roger. They're there to keep the birds away.

Flying to Los Angeles from San Francisco, a passenger noticed that, although the flight was a particularly smooth one, the "Fasten Seat Belts" sign stayed illuminated throughout the entire trip. Just before landing, he asked the flight attendant about it.

"Well," she explained, "up front there are 17 University of California girls going to Los Angeles for the weekend.

"In back, there are 25 Coast Guard enlistees. What would you have us do?"

About five years ago in a 727 on a scheduled service run into Orlando descending below 15,000 feet ... During one three-minute span the aircraft received five "vector for traffic" calls from Approach Control. Upon receiving the sixth the Captain asked, "Are we the only ones up here with ailerons today?"

A couple of F-15's are escorting a C-130 Hercules, and their pilots are chatting with the pilot of the transport to pass the time. Talk comes around to the relative merits of their respective aircraft.

The fighter pilots contend that their airplanes were better because of their superior speed, manoeuvrability, weaponry, and so forth, and pointed out the Hercules deficiencies in these areas.

After taking this for a while, the C-130 pilot says, "Oh yeah? Well, I can do a few things in this old girl that you'd only dream about."

Naturally, the fighter pilots challenge him to demonstrate.

"Just watch," comes the quick retort. And so they watch. But all they see is that C-130 continuing to fly straight and level.

After several minutes the Hercules pilot comes back on the air, saying "There! How was that?"

Not having seen anything, the fighter pilots reply, "What are you talking about? What did you do?"

And the Hercules pilot replies, "Well, I got up, stretched my legs, got a cup of coffee, then went into the back to use the toilet."

David Wooler

LEEDS BRADFORD AIRLINE REPORT - OCTOBER



**LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

INBOUND DIVERSIONS

27 DAT54E BRU MAN OO-DJO RJ85 BRU DAT6074

REGULAR FLIGHTS

AEA136	TFS	04/EC-IDT	11/EC-HKQ	18/EC-HZS	25/EC-HKR	
AEA246	LPA	05/EC-IDT	12/EC-ICD	19/EC-ICD	26/EC-IDT	
AEA264	PM	04/EC-HGP	11/EC-HBL	18/EC-HGO	25/EC-HBN	
AEA638	PM	05/EC-HGP	12/EC-HBL	19/EC-HKQ	26/EC-HJP	
AMC5203	MLA	01/9H-ADN	08/9H-ADH	15/9H-ADH	22/9H-ADH	29/9H-ABP
AMM639C	FAO	03/G-OOOI	10/G-OOOS	17/G-OOOI	24/G-OOOI	31/G-OOOM
AZI2664	FAO	05/OY-MRK	12/EL-CXE	19/EI-CXE	26/EI-CXE	
BAL076A	AGP	05/G-BYAT	12/G-BYAJ	19/G-BYAJ	26/G-BYAW	
BAL089A	CFU	04/G-BYAT	11/G-BYAJ	18/G-BYAJ	25/G-BYAW	
BAL127A	IBZ	07/G-BYAJ	14/G-BYAJ	21/G-BYAX	28/G-BYAW	
BAL241A	MAH	02/G-BYAT	09/G-BYAJ	16/G-BYAJ	23/G-BYAX	30/G-BYAL
BAL277A	PM	03/G-BYAT	10/G-BYAJ	17/G-BYAJ	24/G-BYAX	31/G-BYAL
BAL310A	ALC	01/G-BYAT	08/G-BYAJ	15/G-BYAJ	22/DivMAN	29/G-BYAW
BAL329A	PM	06/G-BYAT	13/G-BYAJ	20/G-BYAJ	27/G-BYAW	
BAL573A	REU	05/G-BYAT	12/G-BYAJ	19/G-BYAJ	26/G-BYAW	
BAL587A	IBZ	05/G-BYAT	12/G-BYAJ	19/G-BYAJ	26/G-BYAW	
FUA1460	AGP	03/EC-HLN	10/EC-HLN	17/EC-GUG		
FUA1576	AGP	19/EC-HBZ	26/EC-IHI			
HMS1958	BOJ	07/LZ-HMN				
IWD3232	TFS		18/EC-GZD	25/EC-GZD		
IWD3450	ACE	03/EC-GZD	10/EC-IEQ	17/EC-IEQ	24/EC-GZD	31/EC-GZE
IWD3454	TFS	04/EC-GZD	11/EC-ICK	18/EC-ICK	25/EC-HZU	
JKK3158	PM	05/EC-HHF	12/EC-GCV	19/EC-HGA	26/EC-HFT	
MYT317	MAH	03/G-FHAJ	10/G-FHAJ	17/G-FHAJ	24/G-TMDP	31/G-TICL
MYT349	REU	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-FTDA	30/C-FTDA
MYT351	TFS	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-FTDA	29/C-FTDA
MYT355	LPA	03/C-FTDA	10/C-FTDA	17/G-VCED	24/C-FTDA	31/C-FTDA
MYT357	PM	01/G-MCEA	08/G-VCED			
MYT361	ACE	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-FTDA	31/C-FTDA
MYT363	GRO	05/C-FTDA	12/C-FTDA	19/C-FTDA	26/C-FTDA	
MYT365	DLM	04/C-GTDK	11/C-GTDM	18/C-GTDL	25/C-GTDM	
MYT367	BJV	07/C-FTDA	14/C-FTDA	21/C-FTDA	28/C-FTDA	
MYT369	FUE	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-FTDA	30/C-FTDA
MYT371	LCA	07/C-FTDA	14/C-FTDA	21/C-FTDA	28/C-FTDA	
MYT373	ALC	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/DivMME	29/C-FTDA
MYT379	FAO	06/C-FTDF	13/C-FTDA	20/C-FTDA	27/C-FTDA	
MYT381	AGP	06/G-VCED	13/C-FTDA	20/C-FTDA	27/C-FTDA	
MYT385	PM	05/C-FTDA	12/C-FTDA	19/C-FTDA	26/C-FTDA	
MYT387	ALC	05/C-FTDA	12/C-FTDA	19/C-FTDA	26/C-FTDA	
MYT389	IBZ	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT391	MAH	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT395	PM	06/C-FTDF	13/C-FTDA	20/C-FTDA	27/C-FTDA	
PGT480	DLM	07/TC-AFM	14/TC-APU	21/TC-APU	28/TC-APL	
TRA3681	HER	01/PH-HZW	08/PH-HZF			

OTHER FLIGHTS

02	<u>OY-APB</u>	B735	DAN9783/1783	Copenhagen - Dnepropetrovsk	Leeds United FC
02	<u>UR-CAN</u>	MD83	KHO445F/4821	Siauliai -n/s- Dnepropetrovsk	Football Charter
03	G-ZAPJ	AT42	AWC308Y/308A	Stansted - Billund	Passenger Charter
03	G-ZAPJ	AT42	AWC308B/30Y	Billund - Stansted	Passenger Charter
03	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
04	OY-APB	B735	DAN1784/9784	Dnepropetrovsk - Copenhagen	Leeds United FC
04	UR-CAN	MD83	KHO4822/440F	Dnepropetrovsk - Kiev Borispol	Football Charter
05	G-MIDX	A320	BMA9763/7975	Manchester - Naples	Passenger Charter
06	G-JEAK	B462	BEE737/738	f/t Belfast City	Lieu DH8
07	<u>PH-KZI</u>	F70	KLM1075/1076	f/t Amsterdam	-
08	G-BXWF	F100	BMA219U	East Midlands - Edinburgh	Lieu E145
08	G-BXWF	F100	BMA220S	Edinburgh - East Midlands	Lieu E145
10	<u>PH-JCH</u>	F70	KLM1075/1076	f/t Amsterdam	-
10	G-JEAY	B462	BEE737/738	f/t Belfast City	Lieu CRJ2
10	G-JEAY	B462	BEE741/742	f/t Belfast City	Lieu CRJ2
10	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
10	G-BXWF	F100	BMA220S	Edinburgh - East Midlands	Lieu E145
11	G-JEAK	B462	BEE737/738	Belfast City	Lieu CRJ2
11	G-JEDE	DH8	BEE745/746	f/t Belfast City	Lieu CRJ2
12	G-ZAPJ	AT42	AUR1120/1121	f/t Newquay	Passenger Charter
13	G-MIDX	A320	BMA7976/9762	Naples - Manchester	Passenger Charter
14	PH-KVG	F50	KLM1075/1076	f/t Manchester	Lieu F70
17	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
19	<u>G-JEBC</u>	B463	BEE731/732	f/t Belfast City	Lieu CRJ2
21	G-ZAPN	B462	BRT063P/1KG	Manchester - Dublin	Lieu BRT JS41
21	G-ZAPN	B462	BRT2KG/3KG	f/t Dublin	Lieu BRT JS41
21	G-ZAPN	B462	BRT4KG/6RP	Dublin - Manchester	Lieu BRT JS41
24	G-JEAU	B461	BEE729/730	f/t Belfast City	Lieu CRJ2
24	G-JEAU	B461	BEE733/734	f/t Belfast City	Lieu CRJ2
24	G-JEAU	B461	BEE737/738	f/t Belfast City	Lieu CRJ2
24	G-JEAU	B461	BEE741/742	f/t Belfast City	Lieu CRJ2
24	G-JEAU	B461	BEE745/746	f/t Belfast City	Lieu CRJ2
24	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
25	G-JEAU	B461	BEE729/730	f/t Belfast City	Lieu CRJ2
25	G-JEAU	B461	BEE733/734	f/t Belfast City	Lieu CRJ2
25	G-JEAU	B461	BEE737/738	f/t Belfast City	Lieu CRJ2
25	G-JEAU	B461	BEE741/742	f/t Belfast City	Lieu CRJ2
25	G-JEAU	B461	BEE745/746	f/t Belfast City	Lieu CRJ2
25	G-CORP	ATP	WTN505P/601	Warton -n/s- Newquay	Passenger Charter
26	G-CORP	ATP	WTN602/603P	Newquay - Warton	Passenger Charter
28	4X-EBM	B752	ISR107/108	Tel Aviv - Barcelona	Football Charter
31	4X-EBM	B752	ISR109/110	f/t Tel Aviv n/s	Football Charter

Aircraft making first visits are underlined.

LEEDS BRADFORD VISITORS

HS125-400 G-TCDI
24 October 2002



Boeing 757-200 4X-EBM
Israir 31 October 2002

Falcon 500 LX-FMR
24 October 2002

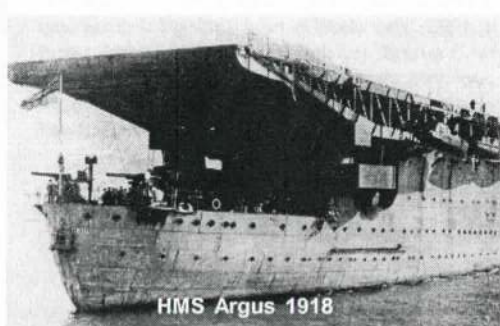


MILITARY MATTERS



90 YEARS OF BRITISH NAVAL AVIATION

The origins of British Naval Aviation can be traced back to 1908 when the Admiralty formed an Air Department within the Naval Staff. Under its aegis, the Royal Navy's first aircraft, HM Rigid Airship Number One was built, only to collapse on being taken out of its shed in 1911! Early the following year, the first take-off from a ship was achieved from the battleship "Africa" in Sheerness.



HMS Argus 1918

2002 marks the ninetieth anniversary of the incorporation of Naval Aviation into the newly formed Royal Flying Corps (RFC) on 1 May 1912. The RFC had a Naval Wing and a Military Wing plus a central organisation for training and logistics.



Fairey Gannet

The Admiralty didn't really want to have anything to do with the "pongoes" (the Navy slang for the military) - after all, they were the "Senior Service". It withdrew the Naval Wing in 1914 to form the Royal Naval Air Service (RNAS), which fought with distinction throughout World War I. By the end of the War, over one hundred aircraft operated with the Fleet at sea and the Navy had operated the world's first successful aircraft carrier, HMS "Argus".

The RNAS also operated flying boats from coastal air stations (the fore-runner of Coastal Command). The RNAS also operated fighter and bomber squadrons alongside the RFC in France.

From 1 April 1918 naval aviation and army aviation were again joined to form a joint force, the Royal Air Force, the world's first independent air force. RAF aircrew and ground personnel served in Royal Navy ships, the officers holding dual RAF/RN commissions. The Admiralty was not too keen on this organisation either; it was the Fleet Air Arm of the Royal Air Force not the Royal Navy. From 1924, RN officers trained as pilots and observers, but this was a botched "halfway house" solution and, in 1937, it was recommended that the Admiralty should resume total control of all ship-borne aircraft and their shore-based support air stations into what became the Fleet Air Arm of the Royal Navy. Personnel were commissioned officers or ratings of the RN. Again, Naval Aviation served with distinction



Hawker Sea Hawk



HMS Hermes - Falklands

throughout a war, World War II, perhaps the pinnacle being the strike on the Italian Naval Base at Taranto (reputedly the model for the Japanese attack on Pearl Harbour). Other notable operations included attacks on the "Bismarck" and the "Tirpitz". In the Pacific, Naval aircraft destroyed refineries in Sumatra and attacked the Japanese mainland.

The Navy was always the "Cinderella" when it came to the supply of aircraft; for example, its main torpedo-bomber throughout World War II was the beloved Swordfish, designed in the early thirties. By the late 50s/early 60s,

however, the balance began to be redressed with the introduction of such aircraft as the Sea Venom, Sea Hawk, Phantom, Gannet and Buccaneer.

The Sea Harrier, fortuitously, became operational in time to play a pivotal role in the Falklands War in 1982. The wheel is now turning full circle with RAF aircraft (of the Joint Harrier Force) being deployed aboard aircraft carriers alongside RN Harriers. The immediate future and the more distant future of British Naval Aviation must await another article.



Credit: RNAS Yeovilton Air Day 2002 brochure
Arthur Ward

MILITARY NEWS

NAVAL AVIATION AND ARMY AVIATION

In an attempt to redress the balance of Military Aviation news between the RAF, Fleet Air Arm and Army Air Corps, I have devoted the whole of this month's Military Aviation section to Naval Aviation and Army Aviation. After all, my service life in Military Aviation 1944-48 was spent in the Fleet Air Arm (Leading Airman, Rating Cadet, pilot trainee) and Army Air Corps (Lieutenant, Parachute Regiment, rifle company second-in-command). I was, however, proud to be attached to the Royal Canadian Air Force (pilot training, all 6.5 hours of it!) and the Royal Air Force (ten parachute descents from balloons and Dakotas). Therefore, I have a foot in every camp, being a member of ex-service organisations of all three Services, a member of the friends of all three Services' air museums and I take the periodicals of all three Services.



YEOVILTON AIR DAY

Royal Naval Air Station (RNAS) Yeovilton, in Somerset, held its Air Day 2002 on 21 September. I won two tickets for the Show in a draw in "Navy News", the Royal Navy's monthly newspaper. I had to return them, as I was unable to travel due to current health problems and, in compensation, was sent two tickets for the Fleet Air Arm Museum, also based at Yeovilton. Actually, I don't need these as I have free admission via my membership of The Society of Friends of the Fleet Air Arm Museum (SOFFAAM)! Might make a determined effort next year to attend the Show and the Museum (haven't been for years), health permitting.

GLIDER PILOT REGIMENT 1942-57

The Glider Pilot Regiment Association celebrated the Diamond Jubilee of the foundation of the Regiment this year. The Regiment had its detractors, including "Bomber" Harris but it eventually reached a strength of 2500, 550 of whom were killed on operations, a very high proportion. The Regiment's operations included Vermork in Norway, Sicily, Normandy, Arnhem and the Rhine Crossing. The Regiment was disbanded in 1957, when the remaining pilots were absorbed into the reformed Army Air Corps. The Regimental Association still has 400 active members today with its thrice-yearly excellent magazine, "The Eagle". A more detailed and considered article on the Glider Pilot Regiment will appear in a future issue.

Credit: The Times
The Eagle

THE ARK LEADS TASK FORCE

Argonaut 2, an Amphibious Task Group, has set sail for the Mediterranean led by HMS "Ark Royal". The Air Group includes RN Sea Harriers, RAF Harriers, Sea Kings and Merlins. Amid speculations about the Ark proceeding to the Gulf, the Commanding Officer stated that his present orders were to return to Home waters about the middle of November but he went on to say that he had warned his crew to be mentally prepared for the possibility of their not being home for Christmas ... make of that what you will!

Credit: Navy News

APACHE RESERVATIONS!

As this page was being prepared, it was being announced that the Army Air Corp's programme for the introduction of its Apache attack helicopters, the mainstay of its existence over the next few years, is in shatters. The details must await the next issue but it appears that the pilot training programme is behind schedule, the servicing contract is being cancelled and the exhaust from the rocket launchers is damaging the tail assemblies! In brief, it's SNAFU - Situation Normal, All Fouled Up, and that's the polite version!

Credit: BBC Breakfast

Eric Martin



DC3 G-AMYJ AIR ATLANTIQUE COVENTRY 17 APRIL 1993
Noreen Barrett

PRESS RELEASE



London Executive Aviation (LEA) has just placed an order for 5 new Citation Mustang jets to be delivered between 2006 and 2008. The order is worth some \$12 m and it is the largest single order for the aircraft in the United Kingdom.

LEA has always been a Citation operator and currently operates a fleet of Citation IIs, Bravo and Excels based at London Stansted, London City, Biggin Hill and Leeds Bradford Airports.

"We have been looking at the small jet market for sometime and we were very pleased when Cessna announced the new addition to their line-up. The Mustang has very good performance; better cruise speed than turboprops and adequate range for our customer profile. The aircraft meets our criteria of our long-term small aircraft replacement program. It will complement nicely our larger Citations" says George Galanopoulos, London Executive Aviation's Managing Director.

"Cessna is delighted that London Executive Aviation has shown the confidence and foresight to develop its fleet using the Mustang. It was fitting that we should announce this new product in our 75th year and we are pleased to have in excess of 250 confirmed Mustang orders to date. Along with our new product launches, we are continuing to help operators to access new airports. London Executive Aviation is particularly well placed to take advantage of the steep approach supplements that are now available for their Bravo" commented Mark Paolucci, Cessna Aircraft's Vice President of Sales.

FREE AIR



Dear Cliff,

In response to Alan Tempest's article on the Army Air Corps, I thought I'd respond to say that you don't have to just read about the "awesome" Apache helicopter - if he had come to the Yorkshire Air Show at Elvington in August, he would have not only seen one close up, and flying, but met the man who flew it!

The aircraft we had was an AH-64DN from the Dutch Air Force, based at Gilze Rijen. The control systems are incredibly sophisticated, and the view from the cockpit is amazing, taking into account the amount of control systems

in place. Most attack programmes are controlled from the 2nd crewman's computer "active" helmet. I'm aiming to get it back next year if we can.

Ken Cothliff

The first World Sheepdog Trials had been going splendidly, and Annie Le Roux, a member of the French team, was looking forward to a place in the semi-finals.

But that was before a military jet screamed across the site, circled twice and then roared away. Suddenly, One Man and His Dog had turned into A Disgruntled Woman, Her Stampeded Sheep and A Field of Stick-Waving Farmers.

Mme Le Roux, 42, from Brittany, could only watch in annoyance as Ladji, her border collie, became disorientated and lost control of the six Welsh sheep he was herding into a pen. The event's embarrassed organisers did allow the Breton a second chance, but Ladji made a hash of his next attempt.

RAF police were trying to track down the pilot who had caused the international incident near Lake Bala, North Wales. They are expected to bring him to "trial" accused of breaching a no-fly zone the Ministry of Defence had agreed with the International Sheepdog Society.

"We were livid", said Norman Lorton, the Society's president. "The pilot seemed to be deliberately circling above the site. When he eventually decided to fly off he put his aircraft on full throttle."

Mme Le Roux said: "I was very disappointed by the interruption. It was enough to make Ladji disorientated." The Ministry of Defence has apologised for the incident and promised to conduct a full investigation.

Inspired by the Evening
of 13 November 2002

'T is a foggy night at the LBA,
the 'planes are landing, hip hooray.

The fog's closing in, oh, flippin' eck,
to Teesside we'll go, we'll be there in a
sec.

No wait, the fog's lifted, we'll try again,
oh no, it's come back, we'll catch the train.

Some have diverted, some in the hold,
make a decision, better be bold.

Then they are landing, then they are not,
where are we going, nearly forgot.

We'll try once again, did you say No!
down the glide path, let's give it a go.

There's one in the loop, we'll go round
again,
we're fed up of this, where will it end?

Hang on, it's all clear, there's no time to
moan,
we've made it at last, we're all safely home.

Jean Heseltine
November 2002

Credits: By Nigel Bunyan - Daily Telegraph

M Tennant

SPOTTERS' CORNER

Photograph by Bill Houlden

Clue

You can fall off this one!

Answer to Cliff via e-mail or snail mail, on a piece of paper or £5 note (will not guarantee a win) by the 20th of the month.

Last month's answer: Handley Page Hastings

Winner: Paul Whincup



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