



YORKSHIRES PREMIER AVIATION SOCIETY



HAWKER DEMON 1 G-BVTE (K-8203)
CRANFIELD 1999
GORDON WESTERMAN

£1.75

VOL 29 Number 1

JANUARY 2003

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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 02 FEBRUARY
SUNDAY 02 MARCH

MR ED ANDERSON MANAGING DIRECTOR LBIA
AIR YORKSHIRE AVIATION QUIZ, SECOND EDITION

AIR YORKSHIRE AVIATION SOCIETY NEWS

I would like to take this opportunity on behalf of the Committee to wish all Society members and all who read our magazine a Very Happy New Year. It certainly appears that 2003 promises to be very interesting at L.B.I.A.

In addition to our members, I am aware that a considerable number of people either buy or read our magazine. If anyone who reads these notes or knows of someone who may be interested in joining our Society please contact me at the address above for full details. I would like to see a steady increase in our membership, and to give anyone interested some indication, our postal-only membership for 2003 is £17.00 plus two timetables free of charge.

Finally, I must mention our Christmas meeting (1st December!). I am sure that all who attended thoroughly enjoyed it – a great deal of work is put into organising this sort of event and each Committee member had his/her part to play. Many thanks are due to all the Committee who arranged the raffle, the quizzes, the sales stall and auction, and of course the tea/coffee and mince pies. My part, well someone has to count the money in and pay it out! We also had a welcome visit from our friend Mike Dixon of A.T.C. who did his best to answer all the questions put to him by our members. Last but not least a big thank you to Ken and Doreen Cothliff of Air Supply who donated that superb cake which very rapidly disappeared.

David Valentine

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



MOVEMENTS OCTOBER 2002

01 Tuesday

C-FTDA	Airbus 320	0622 0836	G-JECD	CL600 RJ	0758 0828
N365G	Gulfstream IV	0907 1416	PH-CDL	PA-34 Seneca	0914 1000
G-RJXI	EMB 145	0918 1018	G-MAJF	Jetstream 41	0922 0958
G-MAJC	Jetstream 41	0926 1005	G-RJXK	EMB 135	0929 1012
D-IDAS	CitationJet	0941 1609	G-MAJH	Jetstream 41	0943 1401
G-UKFJ	Fokker 100	0946 1108	El-CJH	Boeing 737	0950 1027
G-MAJK	Jetstream 41	1001 1034	G-BYZJ	Boeing 737 300	1006 1102
G-TUSK	JetRanger	1013 1439	OY-BTZ	PA-31 Navajo	1021 1202
G-OMHC	Turbo Arrow IV	1023 1503	G-RJXH	EMB 145	1029 1105
G-JECD	CL600 RJ	1037 1113	G-RJXB	EMB 145	1042 1349
9H-ADN	Boeing 737 300	1044 1149	PH-KZL	Fokker 70	1120 1223
G-RJXK	EMB 135	1220 1521	G-MAJC	Jetstream 41	1251 1442
G-MAJK	Jetstream 41	1254 1455	G-RJXI	EMB 145	1305 1414
G-RJXH	EMB 145	1324 1452	XX375	Gazelle AH.1	1339 1435
G-MCEA	Boeing 757	1342 1513	El-COX	Boeing 737	1354 1434
G-UKFJ	Fokker 100	1407 1624	G-MAPP	Cessna 402B	1409 1520
G-BYZJ	Boeing 737 300	1412 1535	G-MAJI	Jetstream 41	1421 1503
C-FTDA	Airbus 320	1425 1602	G-JECD	CL600 RJ	1617 1701
N421N	Cessna 421C	1644 1750	G-RJXH	EMB 145	1652 1732
G-MAJC	Jetstream 41	1656 1749	G-RJXI	EMB 145	1703 1754
G-RJXB	EMB 145	1707 1745	G-RJXK	EMB 135	1718 1756
G-MAJI	Jetstream 41	1720 1800	G-MAJK	Jetstream 41	1734 1826
G-MAJH	Jetstream 41	1743 1838	El-COA	Boeing 737	1824 1900
G-BYZJ	Boeing 737 300	1831 1917	El-PAL	Citation Bravo	1833 0720(02)
PH-HZW	Boeing 737 300	1907 2026	G-JECD	CL600 RJ	1914 2002
G-RJXH	EMB 145	1935 0732(02)	G-UKFJ	Fokker 100	1938 0617(02)
G-RJXK	EMB 135	1952 0724(02)	G-MAJC	Jetstream 41	1959 0657(02)
G-MAJI	Jetstream 41	2022 0705(02)	G-BYAT	Boeing 757	2032 0913(02)
G-MAJK	Jetstream 41	2043 0709(02)	G-RJXB	EMB 145	2049 0751(02)
G-RJXI	EMB 145	2100 0757(02)	G-OMNI	PA-28R Arrow	2118 1721(03)
G-BYZJ	Boeing 737 300	2139 0703(02)	G-MAJH	Jetstream 41	2202 0711(02)

02 Wednesday

C-FTDA	Airbus 320	0130 0837	G-JECD	CL600 RJ	0733 0817
OY-APB	Boeing 737 500	0802 0907	G-OWAX	King Air 200	0918 0926
G-RJXK	EMB 135	0927 1015	G-RJXH	EMB 145	0929 1018
G-MAJI	Jetstream 41	0932 1010	El-CNX	Boeing 737	0942 1027
G-MAJH	Jetstream 41	0946 1021	G-BYZJ	Boeing 737 300	0956 1106
G-MAJK	Jetstream 41	1003 1347	G-UKFO	Fokker 100	1006 1101
G-OAMT	PA-31 Navajo	1025 1717	G-JECD	CL600 RJ	1029 1117
G-MAJC	Jetstream 41	1048 1122	G-RJXB	EMB 145	1051 1127
PH-KZK	Fokker 70	1057 1153	G-RJXI	EMB 145	1102 1438
G-PROB	Ecureuil	1121 1407	G-RJXK	EMB 135	1216 1505
G-OWAX	King Air 200	1223 1340	OE-GMR	Lear Jet 60	1237 1535
G-MAJH	Jetstream 41	1303 1447	G-RJXH	EMB 145	1329 1405
G-MAJC	Jetstream 41	1331 1434	G-RJXB	EMB 145	1350 1451
El-CNW	Boeing 737	1352 1427	UR-CAN	DC9 83	1359 0613(03)
G-BYZJ	Boeing 737 300	1413 1540	G-UKFK	Fokker 100	1418 1825

G-MAJI	Jetstream 41	1421 1507	G-VVIP	Cessna 421C	1608 1847
G-RJXB	EMB 145	1645 1733	G-RJXH	EMB 145	1705 1753
G-RJXI	EMB 145	1710 0741(03)	G-MAJH	Jetstream 41	1713 1758
G-JECD	CL600 RJ	1716 1746	G-RJXK	EMB 135	1720 1804
C-FTDA	Airbus 320	1722 1834	G-MAJI	Jetstream 41	1725 1807
G-MAJK	Jetstream 41	1730 1829	G-MAJC	Jetstream 41	1740 1827
G-BYZJ	Boeing 737 300	1813 1908	El-COA	Boeing 737	1830 1901
G-RJXB	EMB 145	1928 2007	G-JECD	CL600 RJ	1934 2003
G-RJXK	EMB 135	2005 0728(03)	G-MAJI	Jetstream 41	2019 0714(03)
G-MAJH	Jetstream 41	2023 0712(03)	G-MAJC	Jetstream 41	2043 0701(03)
G-RJXH	EMB 145	2055 0803(03)	G-MAJK	Jetstream 41	2121 0651(03)
G-BYZJ	Boeing 737 300	2131 0718(03)	G-UKFO	Fokker 100	2135 0618(03)
G-BYAT	Boeing 757	2218 0645(03)	G-RJXB	EMB 145	2228 0725(03)
C-FTDA	Airbus 320	2331 0811(03)			

03 Thursday

G-ZAPJ	ATR-42	0547 0710	D-BTEN	Citation X	0659 0816
G-JECD	CL600 RJ	0754 0823	G-RJXK	EMB 135	0921 1018
G-MAJI	Jetstream 41	0926 1001	G-RJXB	EMB 145	0930 1021
G-MAJH	Jetstream 41	0940 1013	El-CNT	Boeing 737	0945 1024
G-BYZJ	Boeing 737 300	0949 1053	G-UKFH	Fokker 100	0952 1045
G-MAJK	Jetstream 41	0957 1349	G-MAJC	Jetstream 41	1004 1035
EC-HLN	Boeing 737 800	1015 1123	G-RJXI	EMB 145	1018 1101
G-JECD	CL600 RJ	1030 1115	PH-KZD	Fokker 70	1102 1147
G-RJXH	EMB 145	1117 1346	XZ335	Gazelle AH.1	1134 1204
G-RJXK	EMB 135	1215 1504	G-MAJC	Jetstream 41	1245 1435
G-MAJI	Jetstream 41	1248 1441	G-OOOI	Boeing 757	1254 1425
G-RJXB	EMB 145	1306 1403	EC-GZD	Airbus 320	1325 1449
G-JECD	CL600 RJ	1336 1418	G-RJXI	EMB 145	1338 1451
G-FHAJ	Airbus 320	1346 1528	G-UKFH	Fokker 100	1354 1612
El-CJG	Boeing 737	1359 1439	G-BYZJ	Boeing 737 300	1421 1537
G-MAJH	Jetstream 41	1429 1518	VP-CAT	Citation I	1605 1537(04)
G-JECD	CL600 RJ	1626 1706	G-RJXI	EMB 145	1648 1735
G-RJXH	EMB 145	1653 1751	G-MAJI	Jetstream 41	1658 1745
C-FTDA	Airbus 320	1712 1843	G-RJXC	EMB 145	1716 1755
G-RJXK	EMB 135	1723 1810	G-MAJH	Jetstream 41	1741 1824
G-MAJK	Jetstream 41	1747 1833	G-MAJC	Jetstream 41	1749 1826
G-BYZJ	Boeing 737 300	1820 1909	El-CNY	Boeing 737	1835 1914
CS-DNO	Hawker 800XP	1857 0748(04)	G-CBFM	TB-21 Trinidad	1903 1909(04)
G-JECD	CL600 RJ	1921 1958	G-RJXI	EMB 145	1929 0717(04)
G-UKFH	Fokker 100	1936 0618(04)	D-CFAI	Lear Jet 35A	1943 1136(04)
G-MAJI	Jetstream 41	2003 0710(04)	G-RJXK	EMB 135	2011 0733(04)
G-MAJB	Jetstream 41	2039 0703(04)	G-MAJH	Jetstream 41	2050 0730(04)
G-BYAT	Boeing 757	1055 0635(04)	G-ZAPJ	ATR-42	2100 2136
G-RJXC	EMB 145	2102 0812(04)	G-BTXG	Jetstream 31	2114 2130
G-MAJK	Jetstream 41	2132 0649(04)	G-BYZJ	Boeing 737 300	2142 0707(04)

04 Friday

OY-APB	Boeing 737 500	0001 0043	UR-CAN	DC9-83	0048 1308
C-FTDA	Airbus 320	0359 0642	G-JECD	CL600 RJ	0745 0823
G-RJXI	EMB 145	0915 1034	G-MAJB	Jetstream 41	0927 1006
G-RJXK	EMB 135	0930 1010	G-BYZJ	Boeing 737 300	0934 1054
G-MAJI	Jetstream 41	0939 1012	El-CJG	Boeing 737	0954 1026
G-MAJK	Jetstream 41	0958 1050	G-UKFH	Fokker 100	1003 1115
G-MAJH	Jetstream 41	1005 1444	G-JECD	CL600 RJ	1031 1117
G-RJXH	EMB 145	1040 1126	PH-KZH	Fokker 70	1048 1214
G-RJXC	EMB 145	1108 1342	EC-IDT	Boeing 737 800	1119 1242
G-RJXK	EMB 135	1215 1509	G-BODY	Cessna 310R	1301 1541
G-MAJK	Jetstream 41	1303 1347	G-MAJI	Jetstream 41	1305 1441

G-RJXI	EMB 145	1323 1408	G-JECD	CL600 RJ	1330 1420
G-RJXH	EMB 145	1345 1455	G-BXJA	Cessna 402B	1348 1904
G-BYZJ	Boeing 737 300	1352 1545	EI-CNY	Boeing 737	1356 1434
G-UKFH	Fokker 100	1405 1612	G-MAJB	Jetstream 41	1421 1506
G-OWAX	King Air 200	1609 1643	G-JECD	CL600 RJ	1621 1656
N322RJ	B.60 Duke	1627 N/res	G-RJXH	EMB 145	1652 1735
G-MAJI	Jetstream 41	1702 1752	G-RJXC	EMB 145	1704 1750
G-RJXI	EMB 145	1709 1758	G-RJXK	EMB 135	1722 1803
G-MAJB	Jetstream 41	1724 1806	G-BPPM	King Air B200	1728 2012
C-GTDK	Airbus 320	1731 1901	G-MAJK	Jetstream 41	1739 1834
G-MAJH	Jetstream 41	1753 1828	EI-CNX	Boeing 737	1822 1857
G-BYZJ	Boeing 737 300	1828 1923	G-JECD	CL600 RJ	1920 2001
G-UKFN	Fokker 100	1932 0628(05)	G-RJXH	EMB 145	1936 1352(06)
G-MAJI	Jetstream 41	2007 1501(04)	G-RJXK	EMB 135	2010 0744(07)
G-MAJB	Jetstream 41	2021 0855(05)	C-FTDA	Airbus 320	2028 2215
G-RJXC	EMB 145	2052 1415(06)	G-RJXI	EMB 145	2103 0815(05)
MAJK	Jetstream 41	2136 0650(05)	G-BYZJ	Boeing 737 300	2143 2212
GBXWE	Fokker 100	2207 0701(05)	G-MAJH	Jetstream 41	2233 1003(05)
EC-GZD	Airbus 320	2236 2354	EC-IEQ	Airbus 320	2246 0001(05)
G-BYAT	Boeing 757	2312 0657(05)	EC-HGP	Boeing 737 800	2357 0119(05)
05 Saturday					
C-FTDA	Airbus 320	0413 0810	G-JEDX	DHC-8	0851 0925
G-UKFN	Fokker 100	0942 1049	G-BXWE	Fokker 100	0945 1032
G-MAJK	Jetstream 41	1000 1345	EI-CJH	Boeing 737	1028 1101
PH-WXA	Fokker 70	1044 1147	G-RJXI	EMB 145	1129 1224(06)
G-BBNJ	Cessna F150L	1132 1209	G-JIVE	Hughes 369	1240 1540
OY-MRK	Boeing 737 700	1300 1406	G-MAJH	Jetstream 41	1310 1348(06)
G-BVZI	Boeing 737 500	1340 1440	G-MAJB	Jetstream 41	1344 1405(06)
CS-DFB	Falcon 900	1348 2113(06)	G-UKFN	Fokker 100	1400 1606
C-FTDA	Airbus 320	1403 1510	G-BYAT	Boeing 757	1459 1641
G-MIDX	Airbus 320	1519 1613	G-JEDZ	DHC-8	1610 1643
EC-HGP	Boeing 737 800	1711 1820	G-MAJI	Jetstream 41	1726 1000(06)
G-MAJK	Jetstream 41	1742 1339(06)	EC-HHF	DC-9 82	1801 1914
EI-CNT	Boeing 737	1901 1937	G-UKFN	Fokker 100	1948 0611(06)
C-FTDA	Airbus 320	2122 2226	G-BXWE	Fokker 100	2124 0709(06)
EC-IDT	Boeing 737 800	2243 0004(06)	G-BYAT	Boeing 757	2327 0043(06)
06 Sunday					
C-FTDA	Airbus 320	0327 0425	G-BYAT	Boeing 757	0626 0746
G-UKFN	Fokker 100	0935 1055	G-BXWE	Fokker 100	0948 1053
D-IFFI	CitationJet	1026 1648	G-VCED	Airbus 320	1039 1145
H-WXA	Fokker 70	1041 1151	EI-CNW	Boeing 737	1117 1154
N709EL	Beechjet 400A	1131 1140	G-JEAK	BAe 146 200	1258 1332
G-MAJI	Jetstream 41	1304 1501	G-UKFN	Fokker 10	1413 1606
G-RJXI	EMB 145	1504 1613	C-FTDF	Airbus 320	1521 1627
G-MAJK	Jetstream 41	1541 1619	G-RJXG	EMB 145	1543 1631
G-TASH	Cessna 172N	1610 1306(11)	G-JECD	CL600 RJ	1626 1702
G-RJXH	EMB 145	1644 1741	G-MAJB	Jetstream 41	1706 1749
G-RJXC	EMB 145	1711 1756	N709EL	Beechjet 400A	1736 1814
G-MAJI	Jetstream 41	1739 1819	G-MAJH	Jetstream 41	1800 1837
G-BYZJ	Boeing 737 30	1844 1937	EI-CNX	Boeing 737	1855 1931
G-JECD	CL600 RJ	1924 1959	G-RJXI	EMB 145	1929 2127
G-UKFG	Fokker 100	1939 0624(07)	G-MAJK	Jetstream 41	1951 0654(07)
G-MAJB	Jetstream 41	2001 0700(07)	G-RJXE	EMB 145	2047 0736(07)
G-MAJC	Jetstream 41	2057 0708(07)	G-RJXC	EMB 145	2100 0746(07)
G-BYAJ	Boeing 757	2104 0632(07)	G-RJXH	EMB 145	2106 0741(07)
G-MRMR	PA-31 Navajo	2134 1354(10)	G-MAJH	Jetstream 41	2139 0657(07)
G-BYZJ	Boeing 737 300	2222 0716(07)	C-FTDF	Airbus 320	2252 0004(07)

07 Monday

C-FTDA	Airbus 320	0303 0950	C-FTDF	Airbus 320	0532 0642
G-JECD	CL600 RJ	0739 0819	G-MAJB	Jetstream 41	0917 0959
G-MAJC	Jetstream 41	0927 1009	G-MAMD	King Air B200	0931 1017
G-RJXK	EMB 135	0937 1024	G-RJXE	EMB 145	0943 1028
G-UKFG	Fokker 100	0948 1104	G-MAJK	Jetstream 41	0956 1347
LZ-HMN	Tupolev 154M	0959 1116	G-MAJH	Jetstream 41	1002 1048
EI-CJD	Boeing 737	1007 1041	G-BYZJ	Boeing 737 300	1011 1108
PH-KZI	Fokker 70	1035 1131	G-JECD	CL600 RJ	1037 1122
G-RJXH	EMB 145	1057 1139	G-RJXC	EMB 145	1110 1342
G-CITY	PA-31 Navajo	1112 1605	G-RJXK	EMB 135	1210 1457
G-MAJC	Jetstream 41	1245 1444	G-MAJH	Jetstream 41	1317 1442
G-OGTX	Cessna T310R	1323 1645	G-JECD	CL600 RJ	1329 1412
G-RJXE	EMB 145	1331 1416	N750NS	Citation X	1339 0833(08)
G-BYZJ	Boeing 737 300	1355 1535	EI-COX	Boeing 737	1401 1439
G-UKFG	Fokker 100	1404 1624	G-RJXH	EMB 145	1408 1507
G-MAJF	Jetstream 41	1419 1503	N33CJ	CitationJet	1422 2058(11)
G-BXNT	JetRanger	1610 1641	G-JECD	CL600 RJ	1616 1710
G-RJXK	EMB 135	1644 1733	G-RJXC	EMB 145	1700 1750
G-MAJC	Jetstream 41	1718 1754	G-RJXH	EMB 145	1722 1803
G-RJXB	EMB 145	1725 1759	G-MAJH	Jetstream 41	1729 1807
G-MAJF	Jetstream 41	1731 1810	G-MAJK	Jetstream 41	1751 1833
G-BYZJ	Boeing 737 300	1811 1908	EI-COB	Boeing 737	1838 1910
OY-CKI	Falcon 2000	1844 1942	N961JM	PA-46 Malibu	1859 1023(08)
G-JECD	CL600 RJ	1912 2002	G-RJXK	EMB 135	1932 0737(08)
G-UKFG	Fokker 100	1951 0618(08)	G-RJXH	EMB 145	1959 0735(08)
C-FTDA	Airbus 320	2004 2126	G-MAJC	Jetstream 41	2010 0708(08)
G-MAJF	Jetstream 41	2019 0649(08)	G-MAJH	Jetstream 41	2022 0656(08)
G-BYAJ	Boeing 757	2029 0639(08)	TC-AFM	Boeing 737 400	2034 2153
N601HW	Challenger 3A	2043 1738(10)	G-RJXC	EMB 145	2058 0743(08)
G-RJXB	EMB 145	2101 0746(08)	G-MAJK	Jetstream 41	2137 0658(08)
G-BYZJ	Boeing 737 300	2142 0706(08)			

08 Tuesday

C-FTDA	Airbus 320	0634 0829	G-JECD	CL600 RJ	0750 0823
G-ATIA	PA-24 Comanche	0805 1151	G-IZZY	Cessna 172R	0902 1227(11)
G-BYLM	PA-46 Malibu	0920 1140(14)	G-RJXH	EMB 145	0925 1012
G-MAJK	Jetstream 41	0928 1002	G-RJXK	EMB 135	0931 1019
G-MAJC	Jetstream 41	0937 1015	G-MAJF	Jetstream 41	0951 1349
G-UKFG	Fokker 100	0954 1058	EI-CNX	Boeing 737	0956 1028
G-BYZJ	Boeing 737 300	1000 1104	G-MAJH	Jetstream 41	1004 1039
G-JECD	CL600 RJ	1031 1114	G-RJXC	EMB 145	1034 1117
N2341S	King Air 350	1036 1106	PH-KZE	Fokker 70	1041 1139
G-RJXB	EMB 145	1046 1345	9H-ADH	Boeing 737 300	1051 1159
G-RJXK	EMB 135	1214 1508	G-MAJH	Jetstream 41	1259 1440
G-MAJC	Jetstream 41	1302 1443	G-RJXH	EMB 145	1305 1358
G-RIST	Cessna 310R	1308 1719	G-VCED	Airbus 320	1316 1447
N2341S	King Air 350	1342 1606	G-RJXC	EMB 145	1348 1504
G-UKFG	Fokker 100	1356 1604	G-BYZJ	Boeing 737 300	1406 1542
G-MAJK	Jetstream 41	1411 1500	EI-CKR	Boeing 737	1429 1506
C-FTDA	Airbus 320	1437 1601	G-JECD	CL600 RJ	1617 1700
G-RJXB	EMB 145	1647 1741	G-RJXC	EMB 145	1657 1647(09)
G-OWAX	King Air 200	1708 1725	G-RJXH	EMB 145	1728 1809
G-RJXK	EMB 135	1724 1818	G-MAJH	Jetstream 41	1728 1809
G-MAJC	Jetstream 41	1733 1814	G-MAJK	Jetstream 41	1736 1820
G-MAJF	Jetstream 41	1754 1835	G-BYZJ	Boeing 747 300	1812 1903
EI-CJF	Boeing 737	1822 1859	G-BZHW	PA-28 Archer 3	1905 0715(09)
G-JECD	CL600 RJ	1910 1955	PH-HZF	Boeing 737 800	1921 2003

G-BXWF	Fokker 100	1932 2001	G-UKFG	Fokker 100	1952 0613(09)
G-RJXK	EMB 135	2011 0752(09)	G-MAJJ	Jetstream 41	2023 0701(09)
G-MAJK	Jetstream 41	2033 0655(09)	G-MAJC	Jetstream 41	2038 0704(09)
G-BYAJ	Boeing 757	2055 0908(09)	G-RJXH	EMB 145	2102 0728(09)
G-RJXB	EMB 145	2105 0730(09)	G-MAJF	Jetstream 41	2131 0658(09)
G-BYZJ	Boeing 737 300	2145 0710(09)	G-BXWF	Fokker 100	2200 2226

09 Wednesday

C-FTDA	Airbus 320	0112 0805	G-RJXE	EMB 145	0652 0757
G-JECD	CL600 RJ	0754 0825	N750NS	Citation X	0916 1801
G-MAJJ	Jetstream 41	0927 1005	G-RJXB	EMB 145	0932 1019
G-MAJC	Jetstream 41	0940 1012	G-RJXH	EMB 145	0945 1032
G-BYZJ	Boeing 737 300	0953 1058	G-UKFG	Fokker 100	0956 1045
El-CNW	Boeing 737	0959 1029	G-MAJF	Jetstream 41	1002 1037
G-MAJK	Jetstream 41	1005 1345	G-MOSS	D.55 Baron	1007 1413
G-KVIP	King Air 200	1015 1913	G-JECD	CL600 RJ	1036 1113
G-RJXK	EMB 135	1043 1123	PH-KZA	Fokker 70	1047 1143
G-RJXE	EMB 145	1052 1338	HB-VMB	Lear Jet 45	1137 1715
G-RJXB	EMB 145	1214 1457	N213CT	King Air C90	1220 1409(11)
G-MAJF	Jetstream 41	1254 1448	G-MAJC	Jetstream 41	1258 0705(10)
G-RJXH	EMB 145	1308 1407	G-RJXK	EMB 135	1349 1509
El-COX	Boeing 737	1355 1428	G-BYZJ	Boeing 737 300	1403 1544
G-UKFG	Fokker 100	1406 1610	G-MAJA	Jetstream 41	1409 1453
G-BZHW	PA-28 Archer 3	1420 1535	G-MAJJ	Jetstream 41	1424 1505
HB-VMX	Citation Bravo	1450 0924(10)	N176CL	Falcon 900	1526 0831(10)
G-BYAJ	Boeing 757	1537 0654(10)	G-JECD	CL600 RJ	1618 1656
G-RJXB	EMB 145	1652 1735	C-FTDA	Airbus 320	1701 1837
G-MAJA	Jetstream 41	1704 1748	G-RJXE	EMB 145	1708 1751
G-RJXK	EMB 135	1711 1758	G-RJXH	EMB 145	1714 1756
G-MAJJ	Jetstream 41	1725 1809	G-MAJF	Jetstream 41	1739 1819
G-MAJK	Jetstream 41	1747 1829	G-BYZJ	Boeing 737 300	1815 1917
El-COB	Boeing 737	1832 1910	G-JECD	CL600 RJ	1908 1956
G-RJXB	EMB 145	1938 0745(10)	G-UKFG	Fokker 100	1942 0844(10)
G-BEJV	PA-34 Seneca	1953 2013	G-RJXK	EMB 135	1959 0749(10)
G-MAJA	Jetstream 41	2010 0711(10)	G-MAJJ	Jetstream 41	2030 0713(10)
G-MAJF	Jetstream 41	2038 1515(10)	G-RJXE	EMB 145	2055 0722(10)
G-RJXH	EMB 145	2104 0729(10)	G-GMPB	BN2 Islander	2111 2135
G-MAJK	Jetstream 41	2127 0657(10)	G-BYZJ	Boeing 737 300	2201 0709(10)
C-FTDA	Airbus 320	2358 0849(10)			

10 Thursday

G-SDFB	Falcon 900	0721 0820	G-JECD	CL600 RJ	0739 0817
G-RJXE	EMB 145	0929 1025	G-RJXH	EMB 145	0932 1020
G-MAJC	Jetstream 41	0936 1009	G-MAJJ	Jetstream 41	0939 1015
G-BYZJ	Boeing 737 300	0949 1053	G-UKFN	Fokker 100	0951 1049
El-CNY	Boeing 737	0954 1032	G-MAJK	Jetstream 41	1001 1343
G-MAJA	Jetstream 41	1004 1042	EC-HLN	Boeing 737 800	1012 1120
G-KKES	TB-20 Trinidad	1017 1159	G-JECD	CL600 RJ	1027 1119
PH-JCH	Fokker 70	1044 1141	G-RJXB	EMB 145	1048 1347
PH-JVG	PA-28 Warrior II	1052 0941(11)	G-RJXK	EMB 135	1100 1135
EC-HLB	Lear Jet 35A	1213 1542	G-RJXH	EMB 145	1229 1500
G-MAJJ	Jetstream 41	1257 0910(12)	G-MAJA	Jetstream 41	1301 1440
G-OOOS	Boeing 757	1314 1433	G-JEAY	BAe 146 200	1329 1419
G-FHAJ	Airbus 320	1333 1527	N700KH	TBM 700	1337 1434
G-RJXE	EMB 145	1339 1422	G-UKFN	Fokker 100	1349 1606
G-RJXK	EMB 135	1352 1507	EC-IEQ	Airbus 320	1357 1512
G-BYZJ	Boeing 737 300	1400 1531	El-CNT	Boeing 737	1412 1452
G-MAJB	Jetstream 41	1450 1533	G-MAMD	King Air B200	1600 1628
G-JEAY	BAe 145 200	1626 1708	G-RJXB	EMB 145	1647 1742

G-RJXA	EMB 145	1712 1800	G-RJXK	EMB 135	1715 1803
G-MAJF	Jetstream 41	1733 1813	G-MAJA	Jetstream 41	1736 1820
G-MAJK	Jetstream 41	1748 1833	C-FTDA	Airbus 320	1754 1906
G-MAJB	Jetstream 41	1801 1841	G-BYZJ	Boeing 737 300	1828 1918
G-OWAX	King Air 200	1835 0902(11)	G-RJXC	EMB 145	1859 1944
G-JECA	CL600 RJ	1915 1953	G-UKFN	Fokker 100	1939 0621(11)
EI-CON	Boeing 737	1941 2014	G-MRMR	PA-31 Navajo	2005 0942(18)
G-RJXK	EMB 135	2008 0727(11)	G-MAJF	Jetstream 41	2020 0707(11)
G-MAJA	Jetstream 41	2050 0710(11)	G-BTXG	Jetstream 31	2052 2115
G-RJXB	EMB 145	2057 0757(11)	G-BYAJ	Boeing 757	2059 0633(11)
G-BXWF	Fokker 100	2112 2153	G-MAJB	Jetstream 41	2114 0717(11)
G-RJXA	EMB 145	2117 0744(11)	G-MAJK	Jetstream 41	2135 0644(11)
G-RJXC	EMB 145	2139 2213	G-RJXH	EMB 145	2147 0724(11)
G-BYZJ	Boeing 737 300	2221 0714(11)			

11 Friday

C-FTDA	Airbus 320	0414 0731	G-JECA	CL600 RJ	0743 0817
G-RJXH	EMB 145	0916 1021	G-RJXK	EMB 135	0921 1019
G-MAJA	Jetstream 41	0931 1010	G-UKFN	Fokker 100	0943 1042
G-BYZJ	Boeing 737 300	0945 1100	G-MAJB	Jetstream 41	0949 1026
G-OCBI	Hughes 269	1002 res	G-MAJK	Jetstream 41	1003 1358
G-MAJF	Jetstream 41	1015 1045	EI-CON	Boeing 737	1018 1053
G-RJXA	EMB 145	1032 1118	G-RJXB	EMB 145	1103 1349
EC-HKQ	Boeing 737 800	1109 1239	CS-DNV	Hawker 800XP	1117 1158
D-ICWM	King Air B200C	1132 1401	PH-KZB	Fokker 70	1135 1210
G-RJXK	EMB 135	1209 1513	N900CB	Cessna 421C	1212 1113(17)
N671B	B.36 Bonanza	1233 1301(13)	G-MAJF	Jetstream 41	1252 1433
G-BBXL	Cessna 310Q	1310 1210(31)	G-MAJB	Jetstream 41	1313 1441
G-RJXH	EMB 145	1320 1406	OE-GPS	Citation Bravo	1337 1700
G-JEAK	BAe 146 200	1344 1438	G-RJXA	EMB 145	1352 1457
EI-CJF	Boeing 737	1354 1431	G-UKFN	Fokker 100	1400 1606
G-BYZJ	Boeing 737 300	1404 1536	G-OWAX	King Air 200	1408 1443
G-MAJA	Jetstream 41	1439 1516	G-JECA	CL600 RJ	1626 1710
C-GTGM	Airbus 320	1642 1809	G-RJXB	EMB 145	1701 1746
G-RJXA	EMB 145	1704 1750	G-RJXH	EMB 145	1707 1802
G-MAJB	Jetstream 41	1716 1754	G-RJXK	EMB 135	1725 1811
G-MAJF	Jetstream 41	1732 1815	G-MAJA	Jetstream 41	1745 1823
G-MAJK	Jetstream 41	1747 1828	G-BYZJ	Boeing 737 300	1813 1910
G-OOJP	Rockwell 114B	1821 1743(12)	EI-CON	Boeing 737	1852 1920
G-BZTP	PA-46 Malibu	1903 1923	G-UKFN	Fokker 100	1942 0620(12)
G-RJXA	EMB 145	1956 0813(12)	G-RJXK	EMB 135	2005 2048
G-MAJB	Jetstream 41	2010 1002(12)	N295CP	King Air B200	2023 1405(12)
C-FTDA	Airbus 320	2036 2238	G-MAJA	Jetstream 41	2039 0705(14)
G-MAJF	Jetstream 41	2042 1639(12)	G-RJXB	EMB 145	2044 0932(13)
G-RJXH	EMB 145	2109 1220(13)	G-MAJK	Jetstream 41	2137 0703(12)
G-BXWE	Fokker 100	2146 0708(12)	G-JEDE	DHC-8	2203 2243
G-BYZJ	Boeing 737 300	2206 2236	EC-HBL	Boeing 737 800	2210 2325
EC-ICK	Airbus 320	2232 2346	G-BYAJ	Boeing 757	2319 0700(12)

12 Saturday

C-FTDA	Airbus 320	0439 0714	G-JEDY	DHC-8	0848 0927
G-UKFN	Fokker 100	0935 1045	G-BXWE	Fokker 100	0938 1124
EI-CON	Boeing 737	0959 1035	G-MAJK	Jetstream 41	1005 1348
PH-KZN	Fokker 70	1039 1158	G-ZAPJ	ATR-42	1100 1830
G-BYAJ	Boeing 757	1222 1359	G-RJXA	EMB 145	1225 1359(13)
EI-CXE	Boeing 737 700	1242 1354	G-MAJB	Jetstream 41	1245 1346(13)
G-SBAS	King Air B200	1256 1326	G-BVZE	Boeing 737 500	1330 1424
C-FTDA	Airbus 320	1334 1446	G-MAJJ	Jetstream 41	1346 1416(13)
G-UKFN	Fokker 100	1411 1602	G-JEDZ	DHC-8	1608 1645

EC-HBL	Boeing 737 800	1618 1725	G-MAJK	Jetstream 41	1747 1006(13)
G-LOUN	Twin Squirrel	1803 1819	G-BBPX	PA-34 Seneca	1846 n/s +
G-MAJF	Jetstream 41	1849 1515(13)	El-CKR	Boeing 737	1911 1944
G-UKFN	Fokker 100	1933 0617(13)	EC-GCV	DC9 82	2018 2133
G-BYAJ	Boeing 757	2025 2157	C-FTDA	Airbus 320	2038 2218
G-BXWE	Fokker 100	2109 0707(13)			

13 Sunday

G-MIDX	Airbus 320	0003 0051	EC-ICD	Boeing 737 800	0123 0228
G-BYAJ	Boeing 757	0322 0608	C-FTDA	Airbus 320	0335 0753
G-UKFN	Fokker 100	0939 1040	G-BXWE	Fokker 100	1010 1104
PH-KZR	Fokker 70	1037 1148	El-CJH	Boeing 737	1123 1155
G-MAJK	Jetstream 41	1255 1508	G-JEDE	DHC-8	1309 1350
G-UKFN	Fokker 100	1406 1608	G-EOFM	Cessna F172N	1423 1521
C-FTDA	Airbus 320	1442 1602	G-RJXH	EMB 145	1506 1554
CS-DNM	Hawker 800XP	1510 0833(14)	G-RJXF	EMB 145	1550 1627
G-JECC	CL600 RJ	1619 1656	G-RJXA	EMB 145	1635 1755
G-BLS	Pilatus PC-12	1645 0823(15)	G-MAJJ	Jetstream 41	1716 1759
G-MAJK	Jetstream 41	1736 1806	G-MAJF	Jetstream 41	1738 1821
G-MAJB	Jetstream 41	1747 1839	G-HVRD	PA-31 Navajo	1816 1855
G-OWAX	King Air 200	1823 0800(14)	G-OBMM	Boeing 737 400	1831 1924
N671B	B.36 Bonanza	1834 1440(14)	N170SW	Global Express	1902 1717(14)
El-CKR	Boeing 737	1904 1933	G-JECC	CL600 RJ	1911 1844
G-BYAJ	Boeing 757	1927 0637(14)	G-UKFN	Fokker 100	1935 0623(14)
G-RJXH	EMB 145	1938 2021	G-BZHW	PA-28 Archer 3	2003 0716(14)
G-RJXB	EMB 145	2007 2049	G-MAJJ	Jetstream 41	2025 0714(15)
G-MAJK	Jetstream 41	2028 0703(14)	G-RJXA	EMB 145	2113 0736(14)
G-MAJB	Jetstream 41	2146 0709(14)	G-MAJF	Jetstream 41	2150 0714(14)
G-OBMM	Boeing 737 400	2214 0721(14)	C-FTDA	Airbus 320	2224 2350
CS-DNO	Hawker 800XP	2238 1921(14)	G-RJXH	EMB 145	2321 0724(14)

14 Monday

G-RJXJ	EMB 135	0013 0734	G-RJXG	EMB 145	0031 0805
C-FTDA	Airbus 320	0534 0940	G-JECC	CL600 RJ	0737 0819
G-BWHF	PA-31 Navajo	0916 1059	G-MAJK	Jetstream 41	0932 1008
G-RJXH	EMB 145	0934 1020	G-MAJF	Jetstream 41	0937 1011
G-UKFN	Fokker 100	0952 1047	G-MAJA	Jetstream 41	1006 1042
El-CJH	Boeing 737	1009 1040	G-OBMM	Boeing 737 400	1012 1108
G-MAJB	Jetstream 41	1015 1346	G-RJXA	EMB 145	1025 1110
G-JECC	CL600 RJ	1035 1121	G-RJXJ	EMB 135	1056 1126
PH-KVG	Fokker 50	1104 1145	G-RJXG	EMB 145	1154 1336
G-MAJA	Jetstream 41	1255 1430	G-MAJF	Jetstream 41	1302 1435
G-WARY	PA-28 Warrior 3	1306 1749	G-RJXH	EMB 145	1309 1358
G-RJXJ	EMB 135	1313 1504	G-JECC	CL600 RJ	1327 1414
G-RJXA	EMB 145	1341 1447	El-COB	Boeing 737	1348 1426
G-OBMM	Boeing 737 400	1351 1543	G-UKFN	Fokker 100	1401 1626
G-MAJK	Jetstream 41	1423 1509	G-JECC	CL600 RJ	1623 1658
G-RJXG	EMB 145	1643 1734	G-BZHW	PA-28 Archer 3	1646 0627(15)
G-RJXA	EMB 145	1702 1745	N671B	B.36 Bonanza	1704 1029(15)
G-MAJF	Jetstream 41	1706 1739	G-RJXH	EMB 145	1711 1757
G-RJXJ	EMB 135	1724 1806	G-MAJK	Jetstream 41	1730 1802
G-MAJA	Jetstream 41	1732 1809	G-MAJB	Jetstream 41	1745 1827
CS-DNM	Hawker 800 XP	1803 0831(15)	G-RAMS	PA-32R Saratoga	1810 0814(15)
G-OBMM	Boeing 737 400	1814 1912	G-JECC	CL600 RJ	1909 1951
El-CKQ	Boeing 737	1916 1942	G-RJXA	EMB 145	1939 0730(15)
G-MAJF	Jetstream 41	1948 1120(15)	G-RJXJ	EMB 135	1955 0733(15)
G-UKFN	Fokker 100	2004 0615(15)	C-FTDA	Airbus 320	2008 2124
G-MAJA	Jetstream 41	2014 0717(15)	G-MAJK	Jetstream 41	2022 0707(15)
G-BYAJ	Boeing 757	2035 0631(15)	G-RJXG	EMB 145	2047 0728(15)

TC-APU	Boeing 737 800	2100 2216	G-MAJB	Jetstream 41	2140 0711(15)
G-OBMM	Boeing 737 400	2149 0722(15)			

15 Tuesday

G-RJXE	EMB 145	0104 0741	C-FTDA	Airbus 320	0659 0829
G-JECC	CL600 RJ	0753 0835	G-PMAX	PA-31 Navajo	0904 1721
G-RJXA	EMB 145	0924 1025	G-RJXJ	EMB 135	0937 1021
G-UKFN	Fokker 100	0943 1101	G-MAJJ	Jetstream 41	0948 1017
G-MAJA	Jetstream 41	0951 1038	G-MAJK	Jetstream 41	0958 1047
G-MAJB	Jetstream 41	1003 1243	El-COB	Boeing 737	1006 1043
G-OBMM	Boeing 737 400	1019 1107	G-RJXG	EMB 145	1023 1110
G-GLTT	PA-31 Navajo	1026 1305(16)	G-JECC	CL600 RJ	1035 1118
PH-KZG	Fokker 70	1048 1209	G-RJXE	EMB 145	1053 1412
9H-ADH	Boeing 737 300	1104 1206	G-RJXJ	EMB 135	1214 1508
G-MAJJ	Jetstream 41	1254 1440	G-MAJK	Jetstream 41	1256 1434
G-RJXA	EMB 145	1330 1415	G-RJXG	EMB 145	1340 1448
El-CNZ	Boeing 737	1359 1430	G-UKFN	Fokker 100	1403 1617
G-OBMM	Boeing 737 400	1409 1542	C-FTDA	Airbus 320	1437 1606
G-MAJA	Jetstream 41	1500 1535	G-JECC	CL600 RJ	1615 1658
G-RJXG	EMB 145	1649 1735	G-MAJJ	Jetstream 41	1703 1750
G-RJXA	EMB 145	1714 1800	G-RJXE	EMB 145	1717 1757
G-RJXJ	EMB 135	1719 1807	G-MAJK	Jetstream 41	1725 1802
G-MAJB	Jetstream 41	1747 1831	G-MAJA	Jetstream 41	1753 1827
N550FP	Citation Bravo	1822 1904	G-OBMM	Boeing 737 400	1832 1919
El-COB	Boeing 737	1840 1912	G-JECC	CL600 RJ	1915 1950
CS-DNM	Hawker 800 XP	1917 2005	G-UKFN	Fokker 100	1935 0620(16)
G-RJXG	EMB 145	1938 0726(16)	G-RJXJ	EMB 135	2002 0745(16)
G-MAJJ	Jetstream 41	2007 0648(16)	G-MAJK	Jetstream 41	2020 0709(16)
G-MAJA	Jetstream 41	2036 0702(16)	G-BYAJ	Boeing 757	2058 0856(16)
G-RJXE	EMB 145	2105 0735(16)	G-RJXA	EMB 145	2109 0752(16)
G-OBMM	Boeing 737 400	2158 0715(16)	G-MAJB	Jetstream 41	2203 0705(16)

16 Wednesday

C-FTDA	Airbus 320	0127 0759	G-FJET	Citation II	0256 0517
G-JECC	CL600 RJ	0739 0820	G-PMAX	PA-31 Navajo	0858 1620
G-RJXG	EMB 145	0916 1013	G-MAJA	Jetstream 41	0928 1010
G-MAJB	Jetstream 41	0932 1006	G-RJXJ	EMB 135	0934 1021
G-OBMM	Boeing 737 400	0941 1056	El-CKQ	Boeing 737	0947 1025
G-MAJJ	Jetstream 41	0950 1346	G-UKFN	Fokker 100	0955 1047
G-MAJK	Jetstream 41	1003 1039	D-ICCC	Citation I	1007 1256
G-RJXE	EMB 145	1014 1059	G-JECC	CL600 RJ	1032 1115
N750NS	Citation X	1048 1804	G-RJXA	EMB 145	1054 1340
PH-KZF	Fokker 70	1057 1158	G-RJXJ	EMB 135	1209 1506
XZ314	Gazelle AH.1	1251 1325	G-MAJK	Jetstream 41	1300 1443
G-MAJA	Jetstream 41	1303 1509	G-BFBB	PA-23 Aztec	1310 1805
G-RJXG	EMB 145	1318 1407	G-RJXE	EMB 145	1339 1450
G-OBMM	Boeing 737 400	1343 1538	G-UKFM	Fokker 100	1400 1609
El-CKR	Boeing 737	1402 1437	G-MAJB	Jetstream 41	1425 1517
G-BYAJ	Boeing 757	1440 0642(17)	G-BJYD	Cessna F152	1549 1615
G-JECC	CL600 RJ	1623 1710	G-RJXE	EMB 145	1652 1736
C-FTDA	Airbus 320	1702 1823	G-RJXA	EMB 145	1708 1746
ZG847	Islander AL.1	1715 1749	G-RJXG	EMB 145	1720 1759
G-MAJA	Jetstream 41	1723 1755	G-MAJK	Jetstream 41	1725 1807
G-RJXJ	EMB 135	1727 1811	G-MAJJ	Jetstream 41	1730 1830
G-MAJB	Jetstream 41	1738 1826	G-OBMM	Boeing 737 400	1801 1915
N671B	B.36 Bonanza	1820 1002(18)	El-COA	Boeing 737	1832 1922
G-JECC	CL600 RJ	1904 1953	G-RJXE	EMB 145	1951 0742(17)
G-RJXJ	EMB 135	1959 0735(17)	G-MAJA	Jetstream 41	2004 0707(17)
G-UKFK	Fokker 100	2007 0618(17)	G-MAJK	Jetstream 41	2029 0648(17)

G-MAJB	Jetstream 41	2044 0703(17)	G-RJXG	EMB 145	2104 0727(17)
G-RJXA	EMB 145	2112 0731(17)	G-MAJJ	Jetstream 41	2122 1024(17)
G-OBMM	Boeing 737 400	2142 0712(17)	C-FTDA	Airbus 320	2327 1856(17)
17 Thursday					
G-JECC	CL600 RJ	0745 0826	G-RJXJ	EMB 135	0921 1016
G-RJXG	EMB 145	0933 1039	G-MAJB	Jetstream 41	0934 1012
G-MAJK	Jetstream 41	0947 1350	G-UKFK	Fokker 100	0950 1046
El-CKP	Boeing 737	0958 1030	G-MAJA	Jetstream 41	1003 1034
G-OBMM	Boeing 737 400	1007 1100	G-RJXA	Jetstream 41	1009 1106
G-JECC	CL600 RJ	1036 1116	PH-KZA	Fokker 70	1048 1201
G-RJXE	EMB 145	1058 1347	G-BCKV	Cessna FRA150L	1105 1134
G-RJXJ	EMB 135	1210 1505	CS-DNO	Hawker 800 XP	1223 0811(18)
G-MAJA	Jetstream 41	1247 1445	G-OOOI	Boeing 757	1256 1426
G-MAJB	Jetstream 41	1301 1441	G-RJXG	EMB 145	1309 1415
G-FHAJ	Airbus 320	1321 1524	G-JECC	CL600 RJ	1324 1421
EC-IEQ	Airbus 320	1333 1447	G-RJXA	EMB 145	1341 1453
OBMM	Boeing 737 400	1352 1539	G-UKFK	Fokker 100	1355 1610
CKR	Boeing 737	1406 1438	EC-GUG	Boeing 737 400	1521 1617
G-OWAX	King Air 200	1548 1627	G-MAJG	Jetstream 41	1605 1641
G-JECC	CL600 RJ	1625 1658	G-RJXA	EMB 145	1645 1738
G-MAJJ	Jetstream 41	1649 1348(18)	F-HAAG	King Air 200	1652 1705
G-RJXE	EMB 145	1659 1744	G-RJXI	EMB 145	1713 1755
G-MAJB	Jetstream 41	1717 1750	G-RJXJ	EMB 135	1721 1802
G-MAJA	Jetstream 41	1730 1808	G-MAJK	Jetstream 41	1746 1829
El-DMG	Cessna 441	1836 1905	G-OBMM	Boeing 737 400	1838 1935
El-CKP	Boeing 737	1848 1919	G-MAJG	Jetstream 41	1903 1938
G-JECC	CL600 RJ	1908 2002	G-RJXA	EMB 145	1927 1346(18)
G-UKFK	Fokker 100	1941 0618(18)	G-VCED	Airbus 320	1943 2106
G-RJXJ	EMB 135	1956 0734(18)	G-MAJB	Jetstream 41	1959 0703(18)
G-MAJH	Jetstream 41	2033 0712(18)	G-BTXG	Jetstream 31	2051 2111
G-RJXE	EMB 145	2053 0727(18)	G-BYAJ	Boeing 757	2058 0628(18)
G-RJXI	EMB 145	2103 0730(18)	G-MAJK	Jetstream 41	2138 0700(18)
G-OBMM	Boeing 737 400	2145 0707(18)	G-MAJG	Jetstream 41	2155 0709(18)

18 Friday					
G-RAMS	PA-32R Saratoga	0028 0740	C-FTDA	Airbus 320	0344 0648
G-VCED	Airbus 320	0634 1317	G-JECC	CL600 RJ	0735 0817
G-RJXD	EMB 145	0804 0844	G-MAJK	Jetstream 41	0923 0959
G-RJXE	EMB 145	0925 1024	G-RJXJ	EMB 135	0930 1020
G-MAJG	Jetstream 41	0933 1007	G-OBMM	Boeing 737 400	0945 1059
G-UKFK	Fokker 100	0947 1048	G-MAJH	Jetstream 41	0949 1608
-CJG	Boeing 737	1005 1041	G-MAJB	Jetstream 41	1010 1043
G-RJXI	EMB 145	1018 1104	ZE395	BAe 125 CC.3	1037 1414
G-JECC	CL600 RJ	1039 1115	PH-JCH	Fokker 70	1100 1204
EC-HZS	Boeing 737 800	1106 1232	N750NS	Citation X	1148 1501
G-RJXD	EMB 145	1152 1355	G-BODY	Cessna 310R	1206 1446
G-RJXJ	EMB 135	1216 1511	G-MAJB	Jetstream 41	1253 1438
G-MAJG	Jetstream 41	1258 1904	G-RJXE	EMB 145	1328 1417
G-RJXI	EMB 145	1338 1458	G-OBMM	Boeing 737 400	1352 1538
El-COB	Boeing 737	1402 1435	ZD621	BAe 125 CC.3	1418 1503
G-UKFK	Fokker 100	1420 1619	G-MAJK	Jetstream 41	1424 1507
G-MRMR	PA-31 Navajo	1505 1120(21)	El-DMG	Cessna 441	1540 1612
G-JECC	CL600 RJ	1557 1631	N671B	B.36 Bonanza	1600 0959(19)
OO-FYG	Citation II	1620 1931	G-HMMV	CitationJet	1646 1728
C-GTDL	Airbus 320	1650 1808	G-RJXA	EMB 145	1652 1751
G-RJXI	EMB 145	1654 1739	G-RJXE	EMB 145	1713 1801
G-BPPM	King Air B200	1724 1753	G-MAJB	Jetstream 41	1726 1814
G-RJXJ	EMB 135	1730 1859	G-MAJK	Jetstream 41	1733 1817

G-MAJJ	Jetstream 41	1744 1839	G-BPWE	PA-28 Warrior II	1748 1333(22)
G-OBMM	Boeing 737 400	1811 1912	G-JECC	CL600 RJ	1819 1852
G-MAJH	Jetstream 41	1829 0919(19)	El-CKR	Boeing 737	1832 1908
G-RJXI	EMB 145	1934 1351(20)	G-UKFK	Fokker 100	1943 0621(19)
G-MAJB	Jetstream 41	2026 0655(19)	C-FTDA	Airbus 320	2030 2225
G-JECC	CL600 RJ	2033 2058	G-MAJM	Jetstream 41	2042 1403(21)
G-RJXA	EMB 145	2056 0815(19)	G-MAJG	Jetstream 41	2105 1012(19)
G-RJXJ	EMB 135	2107 1117(19)	G-RJXE	EMB 145	2109 1807(20)
G-MAJJ	Jetstream 41	2145 1302(20)	G-OBMM	Boeing 737 400	2153 2230
G-BXWF	Fokker 100	2202 0704(19)	G-BYAJ	Boeing 757	2322 0707(19)

19 Saturday

EC-ICK	Airbus 320	0014 0137	EC-HGO	Boeing 737 800	0036 0150
EC-GZD	Airbus 320	0055 0157	C-FTDA	Airbus 320	0438 0700
N79EL	Beechjet 400A	0915 0946	El-CJG	Boeing 737	0944 1026
G-MAJB	Jetstream 41	0954 1348	G-BXWF	Fokker 100	0956 1100
G-UKFK	Fokker 100	1018 1102	G-JEBC	BAe 146 300	1104 1133
PH-KZB	Fokker 70	1109 1150	G-RJXA	EMB 145	1146 1230(20)
G-BYAJ	Boeing 757	1210 1358	G-BDPA	PA-28 Warrior	1237 1732
G-MAJG	Jetstream 41	1248 1504	C-FTDA	Airbus 320	1309 1431
G-MAJH	Jetstream 41	1323 1403(20)	G-BVZG	Boeing 737 500	1328 1421
El-CXE	Boeing 737 700	1331 1437	G-UKFK	Fokker 100	1406 1609
G-VUEA	Citation II	1440 1646	G-JEDY	DHC-8	1556 1636
EC-HKQ	Boeing 737 800	1601 1705	EC-HGA	DC-9 82	1631 1739
G-RJXJ	EMB 135	1659 1650(20)	G-MAJG	Jetstream 41	1723 1008(20)
G-MAJB	Jetstream 41	1744 1343(20)	EC-HBZ	Boeing 737 400	1900 2009
El-CNY	Boeing 737	1907 1941	G-UKFK	Fokker 100	1947 0615(20)
C-FTDA	Airbus 320	2018 2229	G-BYAJ	Boeing 757	2038 2154
G-BXAF	Fokker 100	2119 0702(20)	EC-ICD	Boeing 737 800	2226 2345

20 Sunday

G-BYAJ	Boeing 757	0324 0612	C-FTDA	Airbus 320	0333 0803
G-UKFK	Fokker 100	0940 1041	G-BXWF	Fokker 100	0946 1052
PH-KZA	Fokker 70	1036 1148	El-CNT	Boeing 737	1118 1155
G-MAJG	Jetstream 41	1258 1459	G-JEDC	DHC-8	1314 1356
G-UKFK	Fokker 100	1406 1605	G-IRIS	AA5B Tiger	1420 1507
CS-DFA	Falcon 900	1450 1609	C-FTDA	Airbus 320	1504 1611
G-RJXC	EMB 145	1537 1619	G-MAJJ	Jetstream 41	1542 1613
G-JECC	CL600 RJ	1617 1710	G-RJXI	EMB 145	1632 1756
CS-DNO	Hawker 800 XP	1707 1754	G-MAJH	Jetstream 41	1719 1801
G-RJXA	EMB 145	1730 2057	G-MAJG	Jetstream 41	1753 1829
G-MAJB	Jetstream 41	1758 1837	G-OBMM	Boeing 737 400	1827 1928
D-CLBE	Falcon 20E	1840 1219(22)	El-COA	Boeing 737	1845 1923
G-JECC	CL600 RJ	1910 1949	G-UKFN	Fokker 100	1944 0624(21)
N560AG	Citation Ultra	1955 1733(21)	G-RJXJ	EMB 135	1959 0737(21)
G-MAJJ	Jetstream 41	2002 0709(21)	G-BYAX	Boeing 757	2006 0637(21)
G-RJXF	EMB 145	2010 0755(21)	G-MAJH	Jetstream 41	2025 1032(21)
G-MAJG	Jetstream 41	2105 0703(21)	G-RJXE	EMB 145	2107 0726(21)
G-RJXI	EMB 145	2111 0735(21)	G-MAJB	Jetstream 41	2131 0706(21)
G-OBMM	Boeing 737 400	2227 0712(21)	C-FTDA	Airbus 320	2235 2358

21 Monday

C-FTDA	Airbus 320	0532 0929	G-EEJE	PA-31 Navajo	0732 0803
G-JECC	CL600 RJ	0743 0827	G-ZAPN	BAe 146 200QC	0806 0855
G-RJXE	EMB 145	0925 2223	G-MAJG	Jetstream 41	0935 2107
G-UKFN	Fokker 100	1000 1109	G-RJXJ	EMB 135	1004 1117
G-MAJJ	Jetstream 41	1008 1041	G-MAJB	Jetstream 41	1014 1100
G-JECC	CL600 RJ	1050 1127	El-COA	Boeing 737	1058 1138
G-RJXI	EMB 145	1134 1232	G-RJXF	EMB 145	1141 1244
G-ZAPN	BAe 145 200QC	1145 1224	G-RJXG	EMB 145	1258 1350

G-MAJB	Jetstream 41	1317 1521	G-JECC	CL600 RJ	1328 1422
G-UKFN	Fokker 100	1355 1614	G-RJXJ	EMB 135	1359 1504
G-RJXF	EMB 145	1443 1618	EI-CKR	Boeing 737	1451 1535
G-ZAPN	BAe 146 200QC	1454 1543	G-OBMM	Boeing 737 400	1458 1602
G-MAJH	Jetstream 41	1509 1551	G-BODY	Cessna 310R	1513 1539
G-RJXI	EMB 145	1517 1606	G-MAJJ	Jetstream 41	1528 1610
G-JECC	CL600 RJ	1627 1707	G-RJXJ	EMB 135	1653 1738
G-RJXG	EMB 145	1656 1751	G-MAJM	Jetstream 41	1743 1827
G-RJXI	EMB 145	1802 1843	G-MAJH	Jetstream 41	1811 1857
G-MAJJ	Jetstream 41	1837 1921	G-MAJB	Jetstream 41	1847 0658(22)
G-OBMM	Boeing 737 400	1850 1948	EI-CJC	Boeing 737	1902 2015
G-RJXF	EMB 145	1905 1955	G-JECC	CL600 RJ	1913 2026
G-UKFN	Fokker 100	1935 0621(22)	C-FTDA	Airbus 320	1941 2136
G-RJXJ	EMB 135	1959 0740(22)	TC-APU	Boeing 737 800	2006 2207
G-RJXI	EMB 145	2040 0729(22)	G-RJXG	EMB 145	2122 0733(22)
G-MAJH	Jetstream 41	2128 0703(22)	G-MAJJ	Jetstream 41	2145 0709(22)
G-MAJM	Jetstream 41	2149 0720(22)	G-OBMM	Boeing 737 400	2225 0714(22)
G-RJXF	EMB 145	2248 0815(22)	G-MAJG	Jetstream 41	2318 1446(22)

22 Tuesday

G-MAJM	Jetstream 41	1011 1052	G-MAJH	Jetstream 41	1016 1106
G-MAJB	Jetstream 41	1023 1346	G-UKFN	Fokker 100	1029 1156
G-MAJJ	Jetstream 41	1035 1116	9H-ADH	Boeing 737 300	1057 1211
G-JECC	CL600 RJ	1104 1150	G-RJXG	EMB 145	1109 1145
PH-KZF	Fokker 70	1115 1202	G-RJXJ	EMB 135	1117 1159
EI-COA	Boeing 737	1124 1208	G-RJXF	EMB 145	1129 1347
G-RJXI	EMB 145	1141 1221	G-SBAS	King Air B200	1228 1417
G-MAJM	Jetstream 41	1301 1449	G-MAJJ	Jetstream 41	1323 1508
G-JECC	CL600 RJ	1338 1404	G-RJXJ	EMB 135	1340 1445
G-OBMM	Boeing 737 400	1359 1539	G-RJXG	EMB 145	1401 1458
EI-CJE	Boeing 737	1407 1438	G-BODY	Cessna 310R	1415 1441
G-UKFN	Fokker 100	1444 1605	G-RJXI	EMB 145	1450 1541
G-MAJH	Jetstream 41	1528 0752(23)	G-JECC	CL600 RJ	1616 1703
G-RJXF	EMB 145	1643 1815	G-RJXG	EMB 145	1655 1741
G-MAJM	Jetstream 41	1710 1747	C-FTDA	Airbus 320	1714 1839
G-MAJJ	Jetstream 41	1732 1817	G-RJXI	EMB 145	1734 1823
G-MAJB	Jetstream 41	1736 1831	G-MAJG	Jetstream 41	1739 1819
G-RJXJ	EMB 135	1749 1843	G-OBMM	Boeing 737 400	1812 1919
EI-CNV	Boeing 737	1847 1922	G-JECC	CL600 RJ	1909 1950
G-UKFN	Fokker 100	1928 0642(23)	G-RJXG	EMB 145	1933 0723(23)
G-BZSD	PA-46 Malibu	1935 2018	G-MAJM	Jetstream 41	1958 0656(23)
G-RJXI	EMB 145	2006 0748(23)	G-MAJG	Jetstream 41	2033 0702(23)
G-MAJJ	Jetstream 41	2035 1533(23)	G-RJXJ	EMB 135	2116 0745(23)
G-OBMM	Boeing 737 400	2140 0707(23)	G-MAJB	Jetstream 41	2143 0654(23)
G-RJXF	EMB 145	2154 0726(23)	G-BYAX	Boeing 757	2241 0902(23)

23 Wednesday

C-FTDA	Airbus 320	0348 0736	G-JECC	CL600 RJ	0742 0818
G-BODY	Cessna 310R	0909 1140	G-MAJG	Jetstream 41	0925 1002
G-RJXF	EMB 145	0928 1016	G-RJXJ	EMB 135	0937 1021
G-UKFN	Fokker 100	0941 1153	G-OBMM	Boeing 737 400	0946 1203
EI-CJE	Boeing 737	0957 1030	G-MAJH	Jetstream 41	1006 1043
G-MAJB	Jetstream 41	1011 1346	G-MAJM	Jetstream 41	1013 1050
G-RJXG	EMB 145	1018 1100	G-JECC	CL600 RJ	1034 1118
G-RJXI	EMB 145	1105 1341	N132CK	Cessna 421A	1146 n/res
G-SACR	PA-28 Cadet	1156 1445	G-RJXJ	EMB 135	1219 1507
PH-KZA	Fokker 70	1250 1418	N300K	Gulfstream 5	1259 1640
G-MAJG	Jetstream 41	1302 1448	G-MAJM	Jetstream 41	1304 1440
G-RJXF	EMB 145	1309 1409	G-RJXG	EMB 145	1334 1458

EI-COB	Boeing 737	1404 1437	G-OBMM	Boeing 737 400	1406 1536
G-MRMR	PA-31 Navajo	1413 1039(4/11)	G-BYAX	Boeing 757	1445 0658(24)
G-UKFN	Fokker 100	1454 1623	G-MAJH	Jetstream 41	1509 1546
G-BODY	Cessna 310R	1604 1707	G-TCDI	HS 125 400F	1616 1939(24)
G-JECC	CL600 RJ	1621 1714	LX-FMR	Fokker 50	1642 1951(24)
G-RJXI	EMB 145	1656 1750	G-RJXG	EMB 145	1711 1756
C-FTDA	Airbus 320	1705 1830	G-RJXF	EMB 145	1708 1803
G-MAJG	Jetstream 41	1711 1756	G-RJXJ	EMB 135	1718 1812
G-MAJM	Jetstream 41	1733 1808	G-MAJB	Jetstream 41	1743 1834
G-KVIP	King Air 200	1734 1636(24)	G-MAJH	Jetstream 41	1805 1840
N671B	B.36 Bonanza	1807 1158(24)	G-OBMM	Boeing 737 400	1814 1918
F-GTOD	Falcon 10	1827 1927	EI-CJD	Boeing 737	1844 1921
G-JECC	CL600 RJ	1910 2002	G-UKFN	Fokker 100	1941 0617(24)
G-RJXG	EMB 145	1949 0746(24)	G-RJXJ	EMB 135	2000 0732(24)
G-MAJG	Jetstream 41	2005 0709(24)	G-MAJM	Jetstream 41	2023 0700(24)
G-MAJH	Jetstream 41	2054 0711(24)	G-RJXI	EMB 145	2056 0742(24)
G-RJXF	EMB 145	2106 0722(24)	G-MAJB	Jetstream 41	2138 0652(24)
G-OBMM	Boeing 737 400	2201 0705(24)	C-FTDA	Airbus 320	2337 0817(24)

24 Thursday

G-JEAU	BAe 146 100	0754 0827	G-RJXF	EMB 145	0917 1016
G-MAJH	Jetstream 41	0922 1009	G-RJXJ	EMB 135	0924 1007
G-MAJG	Jetstream 41	0928 1001	EI-CJC	Boeing 737	0949 1025
G-OBMM	Boeing 737 400	0952 1059	G-MAJB	Jetstream 41	0957 1345
G-UKFN	Fokker 100	1000 1107	G-MAJM	Jetstream 41	1004 1039
G-RJXI	EMB 145	1027 1109	G-JEAU	BAe 146 100	1034 1114
PH-KZK	Fokker 70	1104 1145	G-RJXG	EMB 145	1138 1343
G-MAJD	Jetstream 41	1205 1009(27)	G-RJXJ	EMB 135	1209 1526
G-BODY	Cessna 310R	1216 1540	G-MAJM	Jetstream 41	1256 1443
G-MAJH	Jetstream 41	1303 1456	G-OOOI	Boeing 757	1305 1426
G-RJXF	EMB 145	1309 1401	G-BLZN	JetRanger	1319 1448
G-JEAU	BAe 146 100	1329 1414	G-RJXI	EMB 145	1333 1502
G-TMDP	Airbus 320	1348 1518	EC-GZD	Airbus 320	1353 1506
EI-CNW	Boeing 737	1359 1447	G-UKFN	Fokker 100	1403 1609
G-MAJG	Jetstream 41	1428 1511	G-OBMM	Boeing 737 400	1433 1537
G-CTWW	PA-34 Seneca	1606 1000	G-BSLT	PA-28 Warrior II	1610 Temp res
G-JEAU	BAe 146 100	1620 1708	G-BMIV	Turbo Arrow III	1629 1852
G-RJXI	EMB 145	1650 1736	G-RJXG	EMB 145	1656 1751
G-RJXF	EMB 145	1706 1803	G-MAJH	Jetstream 41	1715 1755
G-MAJG	Jetstream 41	1727 1808	G-RJXJ	EMB 135	1730 1812
C-FTDA	Airbus 320	1733 1927	G-MAJM	Jetstream 41	1744 1820
G-MAJB	Jetstream 41	1747 1834	G-OBMM	Boeing 737 400	1818 1913
EI-COB	Boeing 737	1831 1905	G-JEAU	BAe 146 100	1908 1954
G-UKFN	Fokker 100	1949 0626(25)	G-RJXJ	EMB 135	2008 0738(25)
G-MAJH	Jetstream 41	2015 0657(25)	G-BOUL	PA-34 Seneca	2021 2035
G-MAJM	Jetstream 41	2040 0703(25)	G-MAJE	Jetstream 41	2051 0706(25)
G-BTXG	Jetstream 31	2100 2120	G-BYAW	Boeing 757	2108 0632(25)
G-RJXG	EMB 145	2116 0726(25)	G-RJXF	EMB 145	2121 0734(24)
G-RJXB	EMB 145	2128 0745(25)	G-MAJB	Jetstream 41	2140 0651(25)
G-OBMM	Boeing 737 400	2204 0718(25)			

25 Friday

C-FTDA	Airbus 320	0438 0655	G-JEAU	BAe 146 100	0747 0833
EI-TIP	Bell 430	0916 1004	G-RJXG	EMB 145	0926 1022
G-MAJM	Jetstream 41	0934 1010	G-MAJE	Jetstream 41	0936 1015
G-UKFN	Fokker 100	0943 1047	G-RJXJ	EMB 135	0946 1034
G-OBMM	Boeing 737 400	0949 1115	EI-CNV	Boeing 737	1000 1042
G-MAJB	Jetstream 41	1003 1353	G-MAJH	Jetstream 41	1011 1050
G-RJXF	EMB 145	1031 1121	G-JEAU	BAe 146 100	1037 1123

PH-JCH	Fokker 70	1043 1154	EC-HKR	Boeing 737 800	1102 1224
CS-DFA	Falcon 900	1212 1324	G-RJXJ	EMB 135	1226 1512
G-RJXB	EMB 145	1228 1347	G-MAJE	Jetstream 41	1256 1445
G-RJXG	EMB 145	1304 1442	G-MAJH	Jetstream 41	1308 1438
G-JEAU	BAe 146 100	1330 1415	El-COA	Boeing 737	1354 1429
G-RJXF	EMB 145	1400 1501	G-BYAW	Boeing 757	1408 0657(26)
G-OBMM	Boeing 737 400	1412 1546	G-MAJM	Jetstream 41	1449 1525
G-UKFN	Fokker 100	1515 1638	G-JEAU	BAe 146 100	1617 1705
C-GTDM	Airbus 320	1650 1848	G-RJXF	EMB 145	1654 1730
G-MAJE	Jetstream 41	1709 1751	G-RJXB	EMB 145	1715 1901
G-RJXJ	EMB 135	1721 1806	G-MAJH	Jetstream 41	1728 1813
G-RJXG	EMB 145	1736 1823	G-MAJB	Jetstream 41	1748 1824
G-MAJM	Jetstream 41	1808 1844	G-OBMM	Boeing 737 400	1832 1944
El-CNW	Boeing 737	1904 1939	G-JEAU	BAe 146 100	1917 1957
G-RJXF	EMB 145	1932 1211(27)	G-CORP	BAe ATP	1935 0918(26)
RJXJ	EMB 135	2001 1030(26)	G-UKFN	Fokker 100	2023 0628(26)
MAJE	Jetstream 41	2031 0652(26)	C-FTDA	Airbus 320	2033 2223
G-MAJH	Jetstream 41	2037 1008(26)	G-MAJM	Jetstream 41	2103 1441(30)
EC-HZU	Airbus 320	2111 2220	G-RJXG	EMB 145	2121 1434(27)
G-BVJB	Fokker 100	2200 0743(26)	G-MAJB	Jetstream 41	2207 0812(26)
EC-GZD	Airbus 320	2235 2349	EC-HBN	Boeing 737 800	2239 2316
G-OBMM	Boeing 737 400	2246 2319			

26 Saturday

C-FTDA	Airbus 320	0434 0704	G-JEDY	DHC-8	0851 0928
El-CJD	Boeing 737	0954 1032	G-UKFN	Fokker 100	0957 1313
G-MAJE	Jetstream 41	1006 1345	G-BVJB	Fokker 100	1020 1124
PH-JCH	Fokker 70	1138 1434	G-RJXB	EMB 145	1145 1235
G-BYAW	Boeing 757	1213 1416	G-MAJH	Jetstream 41	1245 1505
El-CXE	Boeing 737 700	1250 1409	C-FTDA	Airbus 320	1304 1429
G-MAJB	Jetstream 41	1330 1509(27)	G-OMNH	King Air 200	1332 1801
G-RJXB	EMB 145	1533 1612	G-UKFN	Fokker 100	1545 1633
G-JEDE	DHC-8	1607 1641	EC-HFT	DC9 82	1613 1737
EC-HJP	Boeing 737 800	1620 1658	G-RJXJ	EMB 135	1713 1546(27)
G-MAJH	Jetstream 41	1728 1426(27)	G-MAJE	Jetstream 41	1733 1353(27)
EC-IHI	Boeing 737 400	1850 1930	El-CKR	Boeing 737	1910 1944
G-UKFI	Fokker 100	1956 0630(27)	C-FTDA	Airbus 320	2045 2232
G-BYAW	Boeing 757	2048 2202	G-BVKC	Boeing 737 500	2120 0653(27)
G-CORP	BAe ATP	2159 2215	EC-IDT	Boeing 737 800	2346 0053(27)

27 Sunday

FTDA	Airbus 320	0228 0903	G-BYAW	Boeing 757	0238 0610
G-BLFZ	PA-31 Navajo	0327 0422	G-BVKC	Boeing 737 500	0933 1155
OO-DJO	BAe RJ85 DIV	1019 1150	G-UKFI	Fokker 100	1030 0620(28)
G-UKTH	Fokker 100	1226 1406	G-JEDY	DHC-8	1255 1340
El-CON	Boeing 737	1257 1349	G-MAJD	Jetstream 41	1305 1610
G-RJXF	EMB 145	1453 1607	G-OLDL	Lear Jet 45	1502 1552
C-FTDA	Airbus 320	1527 1709	G-RJXH	EMB 145	1600 1645
G-JECC	CL60 RJ	1604 1704	G-RJXG	EMB 145	1656 1750
G-MAJH	Jetstream 41	1727 1803	G-MAJB	Jetstream 41	1729 1826
G-BVKC	Boeing 737 500	1744 1940	G-MAJE	Jetstream 41	1748 1832
El-CJG	Boeing 737	1850 1926	G-RJXH	EMB 145	1857 1945
G-JECC	CL600 RJ	1907 1947	G-RJXF	EMB 145	1920 0732(28)
N79EL	Beechjet 400A	2009 2020	G-MAJD	Jetstream 41	2015 1359(28)
G-MAJH	Jetstream 41	2023 0655(28)	G-RJXJ	EMB 135	2041 0738(28)
G-MAJB	Jetstream 41	2101 0703(28)	G-RJXG	EMB 145	2108 0729(28)
G-MAJE	Jetstream 41	2145 0700(28)	G-BYAW	Boeing 757	2150 0709(28)
G-BVKC	Boeing 737 500	2229 0652(28)	G-RJXH	EMB 145	2239 0758(28)
C-FTDA	Airbus 320	2334 0034(28)			

28 Monday

C-FTDA	Airbus 320	0552 0952	G-JECC	CL600 RJ	0741 0822
G-BJIR	Citation II	0916 0940	G-MAJB	Jetstream 41	0927 1001
G-MAJE	Jetstream 41	0930 1010	G-RJXJ	EMB 135	0932 1008
G-BVKC	Boeing 737 500	0937 1107	G-RJXF	EMB 145	0942 1025
EI-CNV	Boeing 737	0958 1034	G-MAJH	Jetstream 41	1002 1049
G-RJXG	EMB 145	1023 1104	G-JECC	CL600 RJ	1032 1116
G-RJXH	EMB 145	1118 1348	G-UKFI	Fokker 100	1133 1224
G-UKTF	Fokker 50	1145 1355	G-RJXJ	EMB 135	1201 1458
N671B	B.36 Bonanza	1215 1556(30)	G-BODY	Cessna 310R	1222 1609
G-MAJB	Jetstream 41	1250 1439	G-RJXF	EMB 145	1303 1345
G-MAJH	Jetstream 41	1311 1446	EI-COB	Boeing 737	1323 1403
G-BVKC	Boeing 737 500	1330 1515	G-RJXG	EMB 145	1357 1451
G-MAJE	Jetstream 41	1416 1506	G-UKFI	Fokker 100	1530 1616
EI-PAX	Citation Excel	1537 1723	G-JECC	CL600 RJ	1601 1710
G-RJXG	EMB 145	1640 1737	G-RJXH	EMB 145	1657 1749
G-MAJB	Jetstream 41	1704 1753	G-RJXJ	EMB 135	1708 1800
G-MAJE	Jetstream 41	1721 1808	G-RJXF	EMB 145	1724 1803
G-MAJH	Jetstream 41	1740 1814	G-MAJD	Jetstream 41	1746 1828
G-BVKC	Boeing 737 500	1751 1909	EI-COA	Boeing 737	1843 1914
G-JECC	CL600 RJ	1859 1950	G-RJXG	EMB 145	1934 0727(29)
G-MAJB	Jetstream 41	2004 0709(29)	G-RJXJ	EMB 135	2006 0714(29)
C-FTDA	Airbus 320	2011 2128	G-EVLN	Gulfstream 4	2016 2113
G-MAJE	Jetstream 41	2018 0702(29)	G-MAJH	Jetstream 41	2028 0653(29)
G-BYAW	Boeing 757	2032 0706(29)	TC-APL	Boeing 737 800	2055 2146
G-RJXF	EMB 145	2102 0737(29)	G-RJXH	EMB 145	2115 0744(29)
G-UKFE	Fokker 100	2132 0616(29)	G-MAJD	Jetstream 41	2143 0658(29)
G-BVZG	Boeing 737 500	2153 0640(29)	4X-EBM	Boeing 757	2205 2330

29 Tuesday

G-JMXA	Agusta A109E	0626 0643	C-FTDA	Airbus 320	0651 0815
G-JECC	CL600 RJ	0733 0819	G-RJXJ	EMB 135	0917 1003
G-RJXG	EMB 145	0933 1021	G-MAJB	Jetstream 41	0940 1018
G-MAJE	Jetstream 41	0956 1034	G-BVZG	Boeing 737 500	0959 1101
G-UKFE	Fokker 100	1004 1054	EI-CNZ	Boeing 737	1009 1044
G-MAJD	Jetstream 41	1013 1057	G-MAJH	Jetstream 41	1016 1436
G-JECC	CL600 RJ	1023 1120	G-RJXF	EMB 145	1026 1110
G-RJXH	EMB 145	1103 1351	G-UKTF	Fokker 50	1116 1206
9H-ABP	Airbus 320	1137 1222	G-RJXJ	EMB 135	1150 1457
G-MAJB	Jetstream 41	1255 1408	EI-CKQ	Boeing 737	1301 1341
G-RJXG	EMB 145	1333 1412	G-BVZG	Boeing 737 500	1337 1510
G-RJXF	EMB 145	1339 1448	G-MAJD	Jetstream 41	1350 1442
G-UKFE	Fokker 100	1406 1613	C-FTDA	Airbus 320	1430 1609
G-MAJE	Jetstream 41	1438 1517	G-JECC	CL600 RJ	1602 1707
G-RJXF	EMB 145	1657 1748	G-RJXH	EMB 145	1704 1800
G-MAJD	Jetstream 41	1716 1753	G-RJXG	EMB 145	1721 1804
G-RJXJ	EMB 135	1724 1812	G-MAJH	Jetstream 41	1731 1808
G-MAJB	Jetstream 41	1739 1833	G-MAJE	Jetstream 41	1750 1826
G-BVZG	Boeing 737 500	1756 1907	EI-CON	Boeing 737	1841 1913
G-JECC	CL600 RJ	1903 1949	G-UKFE	Fokker 100	1939 0615(30)
G-RJXF	EMB 145	1953 0733(30)	OY-SBT	SN601 Corvette	2000 2034
G-MAJD	Jetstream 41	2004 0703(30)	G-RJXJ	EMB 135	2013 0739(30)
G-MAJH	Jetstream 41	2029 0700(30)	G-RJXH	EMB 145	2100 0743(30)
G-RJXG	EMB 145	2103 0724(30)	G-MAJB	Jetstream 41	2146 0648(30)
G-BVZG	Boeing 737 500	2148 0652(30)	G-MAJG	Jetstream 41	2154 0655(30)
G-BYAL	Boeing 757	2215 0859(30)			

30 Wednesday

C-FTDA	Airbus 320	0147 0746	G-JECC	CL600 RJ	0737 0816
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G-BODY	Cessna 310R	0803 1640	G-BVZG	Boeing 737 500	0920 1052
G-MAJH	Jetstream 41	0933 1005	G-UKFE	Fokker 100	0936 1049
G-RJXF	EMB 145	0938 1041	EI-CON	Boeing 737	0944 1025
G-MAJA	Jetstream 41	0951 0659(31)	G-RJXG	EMB 145	0954 1033
G-MAJB	Jetstream 41	0957 1035	G-MAJG	Jetstream 41	1009 1043
G-JECC	CL600 RJ	1023 1114	G-RJXJ	EMB 135	1033 1111
G-RJXH	EMB 145	1039 1346	G-BGXD	TB-10 Tobago	1046 1240
G-RJXG	EMB 145	1217 1356	G-UKTF	Fokker 50	1226 1256
G-MAJB	Jetstream 41	1300 1353	EI-CJC	Boeing 737	1303 1338
G-MAJG	Jetstream 41	1316 1439	G-RJXF	EMB 145	1319 1449
G-RJXJ	EMB 135	1336 1459	G-BVZG	Boeing 737 500	1343 1517
G-UKFI	Fokker 100	1359 1619	G-BYAL	Boeing 757	1417 0630(31)
G-MAJH	Jetstream 41	1427 1503	G-JECC	CL600 RJ	1602 1709
G-RJXF	EMB 145	1649 1734	G-RJXH	EMB 145	1654 1746
G-RJXG	EMB 145	1658 1755	G-MAJM	Jetstream 41	1702 1751
C-FTDA	Airbus 320	1706 1811	G-RJXJ	EMB 135	1731 1819
G-MAJH	Jetstream 41	1735 1814	G-MAJG	Jetstream 41	1738 1822
G-MAJB	Jetstream 41	1749 1836	G-BVZG	Boeing 737 500	1807 1905
EI-CJG	Boeing 737	1838 1924	G-JECC	CL600 RJ	1858 1955
G-RJXF	EMB 145	1938 0711(31)	G-UKFI	Fokker 100	1946 0622(31)
G-MAJM	Jetstream 41	2000 1442(01)	G-RJXJ	EMB 135	2028 0720(31)
G-MAJG	Jetstream 41	2038 0652(31)	G-RJXG	EMB 145	2053 0730(31)
G-MAJJ	Jetstream 41	2058 0703(31)	G-RJXH	EMB 145	2102 0803(31)
G-BVZG	Boeing 737 500	2141 0656(31)	G-MAJB	Jetstream 41	2143 0701(31)
C-FTDA	Airbus 320	2305 0756(31)			

31 Thursday

G-JEDE	DHC-8	0832 0909	G-MAJJ	Jetstream 41	0919 0959
G-MAJB	Jetstream 41	0932 1003	G-BVZG	Boeing 737 500	0937 1055
G-UKFI	Fokker 100	0944 1048	G-RJXG	EMB 145	0948 1040
EI-CNZ	Boeing 737	0951 1024	G-MAJG	Jetstream 41	0955 1347
G-RJXF	EMB 145	0958 1031	G-MAJA	Jetstream 41	1002 1044
G-RJXJ	EMB 145	1020 1100	G-JECA	CL600 RJ	1057 1130
G-UKTF	Fokker 50	1127 1208	G-RJXF	EMB 145	1212 1406
G-RJXH	EMB 145	1241 1355	G-MAJB	Jetstream 41	1251 1442
G-MAJA	Jetstream 41	1254 1439	EI-CNX	Boeing 737	1256 1331
G-RJXG	EMB 145	1319 1446	G-BVZG	Boeing 737 500	1337 1516
G-TICL	Airbus 320	1348 1512	EC-GZE	Airbus 320	1351 1500
G-UKFI	Fokker 100	1404 1626	G-MAJJ	Jetstream 41	1415 1502
G-RJXJ	EMB 135	1424 1505	G-OOOM	Boeing 757	1436 1531
G-BYLM	PA-46 Malibu	1553 1416(05)	G-JECA	CL600 RJ	1559 1703
G-RJXG	EMB 145	1651 1737	G-MAJE	Jetstream 41	1700 1820
G-RJXH	EMB 145	1706 1746	G-RJXC	EMB 145	1708 1801
N900SJ	Falcon 900	1711 1129(03)	4X-EBM	Boeing 757	1715 0309(01)
C-FTDA	Airbus 320	1718 1852	G-RJXJ	EMB 135	1721 1811
G-MAJA	Jetstream 41	1729 1818	G-MAJJ	Jetstream 41	1734 1813
G-MAJG	Jetstream 41	1748 1831	N16NK	Gulfstream 5	1754 1203(03)
G-BVZG	Boeing 737 500	1757 1900	EI-CNV	Boeing 737	1849 1927
G-BBXL	Cessna 310Q	1858 0753(04)	G-JECA	CL600 RJ	1906 1950
G-RJXG	EMB 145	1929 0729(01)	G-UKFI	Fokker 100	1941 0636(01)
G-RJXJ	EMB 135	2009 0710(01)	G-MAJA	Jetstream 41	2023 1503(01)
G-MAJE	Jetstream 41	2035 0657(01)	G-OOOY	Boeing 757	2041 2347
G-RJXC	EMB 145	2048 0753(01)	G-MAJJ	Jetstream 41	2057 0715(01)
G-BYAL	Boeing 757	2106 0957(01)	G-RJXH	EMB 145	2109 0721(01)
G-MAJG	Jetstream 41	2142 0704(01)	G-BVZG	Boeing 737 500	2145 0651(01)

From and to

01) N365G/Farnboro-Brussels; PH-CDL/F & T Groningen; D-IDAS/Mengen-Dresden; OY-BTZ/F & T EMA; N421N/Humberside-Bournemouth; EI-PAL/Manchester-n/s-Northolt; 02) OE-GMR/Cardiff-Vienna; 03) D-BTEN/Baden Baden-Le Bourget; VP-CAT/Waterford-n/s-Albi; CS-DNO/Le Bourget-n/s-Northolt; D-CFAI/Istanbul-n/s-Nuremberg; 04) N322RJ/Waterford-n/s+; 05) CS-DFB/Brize Norton-n/s-Montreal; 06) D-IFFI/F & T Dusseldorf; N709EL/Blackbushe-EMA; 07) N750NS/Jersey-Farnboro; N33CJ/F-n/s-T Blackpool; OY-CKI/Hamburg-Sonderborg; N961JM/Denham-n/s-Humberside; N601HW/Gander-n/s-Bangor; 08) N2341S/Guernsey-Teesside & Manchester-Guernsey; 09) N750NS/F & T Jersey; HB-VMX/Geneva-Northolt; N213CT/Dinard-n/s-Bournemouth; HB-VMX/Teesside-n/s-Birmingham; N176CL/Frankfurt-n/s-Washington; 10) CS-DFB/Montreal-Le Bourget; PH-JVG/F-n/s-T Rotterdam; N700KH/F & T Liverpool; 11) CS-DNV/Madrid-Stuttgart; D-ICWM/Bergamo-Stuttgart; N900CB/F-n/s-T Guernsey; N671B/F-n/s-T Isle-of-Man; OE-GPS/Mahon-Innsbruck; N295CP/Reykjavik-n/s-Hawarden; 13) CS-DNM/Amsterdam-n/s-Hamburg; VP-BLS/F-n/s-T Fair Oaks; N671B/IOM-n/s-Blackpool; N170SW/Rogers-n/s-Pisa; CS-DNO/Milan-n/s-Sondre Stromfjord; 14) CS-DNM/Hamburg-n/s-Madrid; N671B/Blackpool-n/s-IOM; 15) N550FP/F & T Antwerp; CS-DNM/Madrid-Luton; 16) D-ICCC/F & T Dusseldorf; N750NS/F & T Jersey; N671B/Blackpool-n/s-Cranfield; 17) CS-DNO/Goose Bay-n/s-Farnboro; F-HAAG/F & T Le Bourget; EI-DMG/Cardiff-Dublin; 18) N750NS/F & T Jersey; EI-DMG/Dublin-Cardiff; N671B/Cranfield-n/s-IOM; OO-FYG/F & T Antwerp; 19) N79EL/EMA-Cannes; 20) CS-DFA/Le Bourget-Nice; CS-DNO/Palma-Luton; D-CLBE/F-n/s-T Paderborn; N560AG/Heathrow-n/s-Dusseldorf; 23) N132CK/F Weston-n/s+; N300K/Birmingham-Detroit; F-GTOD/F & T Le Bourget; 25) EI-TIP/Dublin-???; CS-DFA/Nice-Farnboro; 27) N79EL/Cannes-EMA; 28) N671B/F-n/s-T IOM; EI-PAX/Staverton-Aarhus; 29) OY-SBT/Aarhus-Aalborg; 31) N900SJ/Luton-s/s-Le Bourget; N16NK/F-n/s-T Luton;

Overshoots

01) XX493/CWL73; XX499/CWL79; 03) XX499/CWL74; 04) ZH877/Ascot505; G-BBMF; 08) ZF136/LOP28; XX497/CWL63; XX498/CWL76; 09) XX139/Colt91; XX498/CWL64; XX847/Colt88; 11) XX150/Colt87; ZF513/LOP47; 14) XX150/Colt95; ZF412 (?)/LOP67; 15) XX499/CWL76; 16) XX493/CWL63; G-BXXT; 17) G-DNCS; 20) XZ543/Rescue128; 22) XX150/Colt91; G-BXXT; 24) XX847/Colt55; 25) XX445/CWL74; 28) XX847/Colt65; XX493/CWL63; G-OBLC; 31) XX497/CWL68; ZF343 (?)/LOP38;

LBA Movements review October 2002

First foreign visitor of the month was the Gulfstream 4 N365G from Farnborough to Brussels on the 1st and it was joined by Seneca PH-CDL from and to Groningen and CitationJet D-IDAS from Mengen to Dresden, also noted were the survey equipped PA-31 Navajo from and to its base at EMA, Cessna 421C N421N as "Solo 1" from its base at Humberside to Bournemouth and the night stopping Citation Bravo EI-PAL from Manchester to Northolt as "Gojet 15B". On the 2nd Lear Jet 60 OE-GMR of Tupack was from Cardiff to Vienna. Citation X D-BTEN on the 3rd was from Baden Baden to Le Bourget as "Bavarian 202" whilst Citation I VP-CAT did a night stop from Waterford to Albi as "Sark 1", also night stopping was Hawker 800XP CS-DNO from Le Bourget to Northolt as "Skyshare 5301" and Lear Jet 35A D-CFAI operated as "IFA 190" from Istanbul night stop to Humberside.

Arriving from Waterford on the 4th was Beech 60 N322RJ, which is now resident. On the 5th Falcon 900 CS-DFB was "Skyshare 453P" from Brize Norton for a night stop before departing to Montreal. From and to Dusseldorf on the 6th was CitationJet D-IFFI and the Beechjet 400 N709EL was from Blackbushe to EMA and return. Making its first visit of the month on the 7th was Citation X N750NS from Jersey night stop to Farnboro as "Beauport 6NS", three other night stoppers were CitationJet N33CJ from and to Blackpool PA-46 Malibu N961JM from Denham to Humberside and CL 601 Challenger N601HW from Gander to Bangor with the Falcon 2000 OY-CKI visiting from Hamburg to Sonderborg. The King Air 350 N2341S of Specsavers was from Guernsey to Teesside and then back from Manchester to Guernsey on the 8th. Citation X N750NS was back again on the 9th with the usual callsign from and to its base at Jersey and it was joined by Lear Jet 45 HB-VMX which was from Geneva to Northolt as "FPG509" and three night stoppers, Corgi Toys King Air N213CT from Dinard to Bournemouth, Falcon 900 N176CL from Frankfurt to Washington and the Citation Bravo HB-VMX from Teesside to Birmingham as "PJS102".

Night stopping on the 10th was PA-28 PH-JVG from and to Rotterdam with Falcon 900 CS-DFB back from Montreal and out to Le Bourget and the TBM700 N700KH from and to Liverpool. Hawker 800XP CS-DNV was "Skyshare 70P" when it was from Madrid to Stuttgart on the 11th and others that day were King Air B200 D-ICWM which was from Bergamo to Stuttgart as "GBJ5862", Citation Bravo OE-GPS from Mahon to

Innsbruck and three night stoppers in the shapes of Cessna 421C N900CB from and to Guernsey, Bonanza N671B from and to the Isle of Man and King Air 200 N295CP on a flight from Reykjavik to Hawarden. Netjets were back on the 13th with Hawker 800XP CS-DNM from Amsterdam n/s to Hamburg as "Skyshare 541P" and another Hawker CS-DNO from Milan n/s to Kangerlussuaq as "Skyshare 656P". Also visiting on that day were PC-12 VP-BLS from and to Fairoaks, Bonanza N671B from IOM to Blackpool and the Global Express N170SW from Rogers to Pisa all of which night stopped. On the 14th Bonanza N671B appeared again from Blackpool n/s to IOM and Hawker 800XP CS-DNM was "Skyshare 8552" night stopping from Hamburg to Madrid.

CS-DNM was back on the 15th from Madrid to Luton as "Skyshare 3806" and joining it was the Citation Bravo N550FP operating as "Flying Group 522" from and to Antwerp. Two regulars on the 16th were Citation X N750NS from and to Jersey with the usual "Beauport 6NS" callsign and the Bonanza N671B from Blackpool n/s to Cranfield, also visiting was Citation I D-ICCC from and to Dusseldorf as with the callsign "TAX 163". Night stopping on the 17th was Hawker 800XP CS-DNO inbound from Goose Bay to Farnboro, bringing in a spare part for Airbus 320 C-FTDA the same day was the Regourd King Air 200 F-HAAG from a to Le Bourget as "BES823" and the Cessna 441 EI-DMG of Dawn Meats was from Cardiff to Dublin. EI- was back on the 18th from Dublin to Cardiff whilst Citation X N750NS was from and to Jersey yet again and Bonanza N671B did another trip from Cranfield n/s to IOM, a first visit of the month was made by the Citation II OO-FYG from and to Antwerp. DFS Furniture used their other Beechjet 400 N79EL on the 19th when it was from EMA to Cannes. Netjets were out in force again on the 20th when the Falcon 900 CS-DFA was from Le Bourget to Nice as "Skyshare 753P" and Hawker 800XP CS-DNO as "Skyshare 3609" was from Palma to Luton, meanwhile Falcon 20 D-CLBE was on a n/s from and to Paderborn as "LBR 620A" and Citation Ultra N560AG was "Flying Group 551" when it night stopped from Heathrow to Dusseldorf.

Gulfstream 5 N300K was on a long flight from Birmingham to Detroit when it was noted visiting on the 23rd, on a slightly shorter flight the same day was Falcon 10 F-GTOD from and to Le Bourget as "Darta 8884" whilst the Bonanza N671B was night stopping and Cessna 421A N132CK also night stopped on arrival from Weston. New on the 25th was the Bell 430 EI-TIP which was inbound from Dublin and the Falcon 900 CS-DFA was from Nice to Farnboro as "Skyshare 4866". The Beechjet 400 N79EL was back from Cannes to EMA on the 27th. Night stopping again on the 28th was Bonanza N671B from and to the IOM where it appears to be based and it was joined by the Citation Excel EI-PAX from Staverton to Aarhus. On the 29th we had a rare visit from a Corvette when OY-SBT was from Aarhus to Aalborg using the callsign "NorthFlying 022". Ending the month on the 31st we had two night stoppers, Falcon 900 N900SJ was from Luton to Le Bourget and Gulfstream 5 N16NK was from and to Luton.

Not much on the military side, on the 1st Gazelle XX375 was "Army 432". Gazelle XZ335 was "Army 331" on the 3rd and it went to Shawbury. A final Gazelle was on the 16th when XZ314 was "Army 432" and it was joined by the Islander ZG847, which was "Army 338" from Middle Wallop to Belfast International. Two 125's on the 18th when ZE395 was from and to Northolt as "Kitty3R" and ZD621 was from Northolt to combe Down as "Ascot 1531".

Cessna 310 N510PS departed to Waterford on the 2nd and it is believed to have been replaced by the Beech Duke N322RJ, which arrived on the 4th. The Hughes 300 G-ODHN departed on the 8th to Panshanger and it has been replaced by G-OCBI.

Terry Sykes

LEEDS BRADFORD AIRLINE REPORT NOVEMBER 2002



INBOUND DIVERSIONS

27	UKA96W	AMS	HUY	G-UKTI	F50	AMS	UKA754
29	RYR602	DUB	MME	EI-COB	B732	DUB	RYR603

REGULAR FLIGHTS

AEA296	TFS	01/EC-HJP	08/EC-ICD	15/EC-IDT	22/G-XLAF	29/EC-ICD
AMM784C	FAO	07/G-OOAW	14/G-OOAS	21/G-OOAP	28/G-OOAP	
BAL035A	AGP	02/G-BYAN	09/G-BYAX	16/G-BYAX	23/G-BYAX	30/G-CDUP
BAL231A	ALC	07/G-BYAO	14/G-BYAX	21/G-BYAX	28/G-CDUP	
BAL387A	ALC	05/G-BYAJ	12/G-BYAY	19/G-BYAW	26/G-BYAU	
BAL530A	PM	01/G-BYAN	08/G-BYAO	15/G-BYAX	22/G-BYAX	29/DivEMA
IWD3214	ACE	07/EC-IEQ	14/EC-GZE	21/EC-ICK	28/EC-IAG	
IWD3268	TFS	01/EC-HZU	08/EC-HZU	15/EC-HZU	22/EC-ICK	29/EC-IAG
MYT313	TFS	01/G-PIDS	08/G-JALC	15/G-JALC	22/G-PIDS	29/G-JALC
MYT317	ALC	02/G-PIDS	09/G-JALC	16/G-JALC	23/G-PIDS	
MYT319	AGP	03/G-PIDS	10/G-JALC	17/G-JALC	24/OprMAN	
MYT325	FUE	06/G-JALC	13/G-LCRC	20/G-PIDS	27/G-JALC	
MYT327	ACE	07/G-JALC	14/G-CCMY	21/G-PIDS	28/G-JALC	
MYT347	LPA	04/G-JALC	11/G-LCRC	18/G-PIDS	25/G-JALC	
MYT349	TFS	05/G-JALC	12/G-LCRC	19/G-PIDS	26/G-JALC	

OTHER FLIGHTS

01	C-FTDA	A320	MYT356/SSV356	Las Palmas - Toronto	MYT lease end
02	G-GNTC	SF34	AUR1120/1121	f/t Newquay	Passenger Charter
03	G-BMLC	SH36	AUR1192/1193	f/t Guernsey	Passenger Charter
07	OY-NPD	SW4	NFA124/125	Luton -n/s- Billund	Passenger Charter
07	OY-NPE	SW4	NFA114/115	Luton -n/s- Aarhus	Passenger Charter
11	G-BRYX	DH8	BRT102/101	f/t Southampton	Lieu JS41
12	G-STR A	B733	AEU705P/705	Gatwick - Venice	Passenger Charter
12	G-TICL	A320	MYT002P/6589	Brize Norton -n/s- Bologna	Football Charter
12	G-FLTB	B462	FLT824P/391	East Midlands -n/s- Florence	Leeds United FC
12	G-STR A	B733	AEU706/707	Venice -n/s- Keflavik	Passenger Charter
13	G-JMCE	B752	JMC892P/892G	Manchester -n/s- Pisa	Football Charter
14	PH-KVI	F50	UKA2165/2168	f/t Amsterdam	-
14	G-JMCE	B752	JMC892H/893P	Pisa - Manchester	Football Charter
15	G-FLTB	B462	FLT492/492P	Pisa - Southend	Leeds United FC
15	G-TICL	A320	MYT6590/6606	Bologna - Gatwick	Football Charter
15	G-BUPS	AT42	BMA406/407	f/t Edinburgh	Lieu BMA E145
15	G-CORP	ATP	WTN44P/601	Warton -n/s- Newquay	Passenger Charter
15	G-STR A	B733	AEU885P/885	Gatwick - Local	Passenger Charter
15	G-BUPS	AT42	BMA408/9157	Edinburgh - Stansted	Lieu E145
16	G-STR A	B733	AEU885/713	Local - Rome Ciampino	Passenger Charter
16	G-CORP	ATP	WTN602/603P	Newquay - Warton	Passenger Charter
16	G-STR A	B733	AEU714/715	Rome Ciampino -n/s- Vienna	Passenger Charter
17	G-STR A	B733	AEU716/716P	Vienna - Gatwick	Passenger Charter
18	G-FLTB	B462	FLT815P/825	f/t Berlin Templehof n/s	Passenger Charter
20	G-FLTB	B462	FLT831/845P	f/t Berlin Templehof n/s	Passenger Charter
23	F-GLPT	SW3	ARL302	Bordeau - Paris Le Bourget	Passenger Charter
23	G-BUKA	SW4	AAG108/109	Coventry - Heathrow	Passenger Charter
25	EI-CTB	B738	RYR154/155	f/t Dublin	Lieu B732

26	G-VBAC	SH36	RPX261/262P	f/t Exeter	Passenger Charter
26	G-BYRA	JS31	EZE425P/425	Humberside - Bristol	Passenger Charter
26	<u>G-OQBA</u>	B752	AMM946F/6646	Manchester -n/s- Malaga	Leeds United FC
26	G-RDVE	A320	MYT003P/6641	Belfast Intl -n/s- Malaga	Football Charter
27	G-JEAW	B462	BEE745/746	f/t Belfast City	Lieu CRJ2
28	G-CVYG	A320	JMC916P/916G	Gatwick - Malaga	Football Charter
29	G-OQBA	B752	AMM6647/947F	Malaga - Manchester	Leeds United FC
29	G-BXWF	F100	BMA9153/495	Glasgow - Paris Cdg	Lieu E145
29	G-RDVE	A320	MYT6642	Malaga - Manchester	Football Charter
29	G-BXWF	F100	BMA496/9154	Paris Cdg - Heathrow	Lieu E145
30	<u>G-OZBD</u>	A321	MON188P/9188	Birmingham - Salzburg	Passenger Charter
30	<u>G-BYTY</u>	D328	SAY140/201P	Stansted - Luton	Charlton Ath FC
30	G-OZBD	A321	MON9189/189P	Salzburg - Birmingham	Passenger Charter

Aircraft making first visits are underlined.

PRESS RELEASE

Jet2 Yorkshire's own low cost airline ready for booking from 10.00am Wednesday 11th December

From 10.00am on the 11th December the Jet2 website and call centre will be up and running to take bookings from passengers. In true low cost style, tickets will range from £15 one way to Amsterdam and £19 to hit the sunny climes of Southern Spain, Malaga. Prices include airport tax.

Philip Meeson, Jet2's chief executive said, "With well over 22,000 hits on our website and over 12,000 people registered, the response from the region to the arrival of Jet2 has been phenomenal. We are confident that we'll get off to a 'flying start'. So if you're thinking of a last minute Christmas present, or wanting to plan your summer holidays now, get booking."

The first new planes will be arriving at the airport this Wednesday. The distinctive logo and 'eye catching' silver colour of the aircraft will be an undoubted winner for plane spotters and travellers alike.

Ed Anderson, managing director of Leeds Bradford International Airport said, "Interest in this airline has been exceptional. The fact that people will be able to book low cost travel to so many popular destinations just in time for Christmas means that the people of the region can start to plan now for their summer breaks."

Destinations and costs: One-Way, including taxes from:

Amsterdam	£15
Barcelona	£22
Malaga	£19
Nice	£32
Majorca	£19
Milan (Bergamo)	£32

People wanting to book flights can call the Jet2 call centre on 0870 737 8282 or log on to Jet2.com



LEEDS HELIPORT MOVEMENTS SEPTEMBER OCTOBER NOVEMBER 2002

02/09/02	G-SIVX	ROBINSON R.22	12:40	13:10
02/09/02	G-OMDR	JETRANGER	13:25	14:15
02/09/02	G-OMDR	JETRANGER	15:27	15:45
10/09/02	G-TBGL	AGUSTA 109	15:15	15:50
11/09/02	G-NOIR	BELL 222	14:00	14:10
12/09/02	G-JIMW	JETRANGER	13:45	16:10
13/09/02	ZD575	CHINOOK	11:25	1125
13/09/02	ZH894	CHINOOK	11:25	11:25
13/09/02	G-OHCP	TWINSQUIRREL	14:45 ^{N/S}	09:20
17/09/02	G-TREE	JETRANGER	15:35	15:40
18/09/02	G-OJAE	HUGHES 269C	10:30	11:00
18/09/02	G-BYHE	ROBINSON R.22	12:45	15:15
21/09/02	G-TGRA	AGUSTA 109	13:30	14:15
22/09/02	G-TASS	SCHWEIZER 269C	11:00	11:30
24/09/02	G-BEYA	ENSTROM 280C	15:35	15:45
26/09/02	G-SIVJ	GAZELLE	09:35	09:55
26/09/02	G-TGRA	AGUSTA 109	11:55	?
26/09/02	G-BWZI	AGUSTA 109	15:40	15:45
26/09/02	G-SIVJ	GAZELLE	15:50	16:00
28/09/02	G-OLCP	TWINSQUIRREL	15:50	16:00
04/10/02	G-BSXN	ROBINSON R.22	14:50	?
05/10/02	G-JBKA	ROBINSON R.44	12:30	?
10/10/02	G-JBKA	ROBINSON R.44	14:45	15:15
14/10/02	G-IVIV	ROBINSON R.44	13:35	16:30
16/10/02	G-TBGL	AGUSTA 109	10:00	10:30
17/10/02	XZ 311	GAZELLE	14:20	15:00
31/10/02	G-TBGL	AGUSTA 109	10:30	15:00
02/11/02	G-FFRI	TWINSQUIRREL	12:20	15:00
05/11/02	N70526	HUGHES 369	09:30	10:00
07/11/02	G-TBGL	AGUSTA 109	10:10	12:30
14/11/02	G-TGRA	AGUSTA 109	14:10	15:00
17/11/02	G-TGRA	AGUSTA 109	14:30	15:00
22/11/02	G-TBGL	AGUSTA 109	09:30	12:30
22/11/02	G-TGRA	AGUSTA 109	13:05	13:45
22/11/02	G-TGRA	AGUSTA 109	17:50	18:00
27/11/02	G-FFRI	TWINSQUIRREL	10:15	15:35
28/11/02	N70526	HUGHES 369	11:45	12:15
28/11/02	G-BVCJ	AGUSTA 109	18:25	?



LEEDS/BRADFORD NEWS

First, three items of good news.

Ryanair will increase frequency on its Dublin to Leeds/Bradford route from 3 to 4 flights a day on Mondays and Fridays from 5th January. NOTE: it is Monday AND Friday only, NOT Monday to Friday!

Schedules of the new flight are as follows:

FR158 Arrives from Dublin at 2110.

FR157 Departs to Dublin at 2255.

As we close for press, details are being received about a second low cost operator commencing services from LBA. Plant Air will operate flights to Malaga, Alicante, Faro and Tenerife from LBA using a single MD-80. Flights will only operate from LBA on Thursday through to Sunday as the aircraft will be based elsewhere Monday through to Wednesday.

The third item of good news is the introduction of a Pisa service on Summer Saturdays. The operating airline will be British Aerospace commercial operations, using their Warton based BAe 146. It appears BAe have obtained an AOC, enabling them to use the aircraft for commercial work, when it is not employed ferrying employees around the BAe and Tornado production partners airfields.

As always, there is bad news to go with the good. I am sure all local members will be aware of the news released on 17th December, regarding British Airways closing their operations at Leeds/Bradford.

The press release is as follows:

British Airways is calling a halt to flying into 21 regional airports as part of its cost-cutting exercise, it has announced. The airline will be withdrawing from 21 routes, including some from Belfast, Southampton and Newcastle, from next March. The announcement affects 82 BA staff at Cardiff and 59 at Leeds Bradford, although the airline said it hoped that job losses would be kept to a minimum. It is hoping to transfer employees to other positions.

The new-look regional services will mean that for the first time, BA will operate from London City Airport - launching services to Frankfurt, Paris and Glasgow in April. And BA is also planning to introduce three new routes and extra capacity out of Manchester in the New Year. BA's subsidiary British Airways CitiExpress, which was operating the Cardiff and Leeds Bradford services, will operate the new flights at London City Airport.

As part of the new arrangement, BA CitiExpress is transferring its 12-strong fleet of 29-seater Jetstream 41s to independently owned UK airline Eastern Airways. That airline plans to operate routes from Leeds Bradford to Aberdeen, Southampton and Isle of Man, and from Newcastle to Birmingham, Aberdeen and Southampton.

Of course, this news means we lose the recently introduced Bristol service, once again we find ourselves with no Gatwick flights, and we lose the One World alliance connection to the Aer Lingus network through Dublin, but of course Dublin is still served by Ryanair.

Incidentally, Ryanair's announcement of extra services was made before the BA announcement and is not because of the BA situation, but because of Manchester trying to increase landing fees. Ryanair immediately drastically cut their operations from Manchester and transferred extra flights to both LBA and Liverpool. In view of above events it would be nice if they were to increase the schedule even more.

I am sure you will join me in hoping that the 59 employees mentioned all are transferred within BA, or that those who don't wish to transfer within BA find satisfactory employment with Eastern or other operators at LBA. I also hope that the forthcoming Jet2 operation means no redundancies in the support companies at LBA such as Servisair, etc.

Jet2 announced their timetable on 5th December. It is reproduced below:

LBA - Amsterdam

LS201	123456-	07:00	09:15	12/02/03	30/09/03
LS205	12345-7	18:20	20:35	12/02/03	30/09/03

Amsterdam - LBA

LS202	123456-	10:15	10:30	12/02/03	30/09/03
LS206	12345-7	21:15	21:30	12/02/03	30/09/03

LBA - Barcelona

LS231	1234567	12:55	16:40	27/03/03	30/09/03
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Barcelona - LBA

LS232	1234567	17:40	19:30	27/03/03	30/09/03
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LBA - Malaga

LS265	-23—67	13:30	17:35	05/04/03	30/04/03
LS265	1234567	13:30	17:35	01/05/03	30/09/03

Malaga - LBA

LS266	-23—67	18:15	20:10	05/04/03	30/04/03
LS266	1234567	18:15	20:10	01/05/03	20/09/03

LBA - Nice

LS241	-2—5-7	07:10	10:30	08/04/03	30/09/03
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Nice - LBA

LS242	-2—5-7	11:10	12:45	08/04/03	30/09/03
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LBA - Palma

LS227	-23—67	11:20	14:30	08/04/03	30/04/03
LS227	1234567	11:20	14:30	01/05/03	30/09/03

Palma - LBA

LS228	-23—67	15:35	17:20	08/04/03	30/04/03
LS228	1234567	15:35	17:20	01/05/03	30/09/03

LBA - Milan Bergamo

LS213	1-3-5—	06:45	10:10	11/04/03	30/04/03
LS213	1234567	06:45	10:10	01/05/03	30/09/03

Milan Bergamo - LBA

LS214	1-3-5—	10:50	12:15	11/04/03	30/04/03
LS214	1234567	10:50	12:15	01/05/03	30/09/03

I have to admit I was a little shocked when I noticed the turn round times allowed, not really the "tight" times one would expect of a low cost operator. For example the 09:15 Amsterdam arrival allows a one hour turn round, before its 10:15 departure back to Leeds. EasyJet have their Amsterdam turn arounds as low as 25 minutes.

Working individual aircraft routings out from the above, it appears one aircraft will do two Amsterdams and one Palma a day. The other two aircraft necessary to fulfill this timetable will only manage two rotations per day. Again a typical low cost carrier would manage three rotations out of each aircraft, and a day's duty featuring a couple of short flights, like Amsterdam, I would have expected to see the ability to squeeze four rotations a day.

AIRPORT NEWS

UK Airports Passenger Figures - September 2002

	Sept 2002	Sept 2001	% +/-
Heathrow	5,747,990	5,127,188	+12.11%
Gatwick	3,178,345	3,163,770	+0.46%
Manchester	2,091,691	2,124,316	-1.54%
Stansted	1,532,963	1,348,053	+13.72%
Birmingham	870,709	838,483	+3.84%
Glasgow	788,997	751,047	+5.05%
Luton	644,633	640,900	+0.58%
Edinburgh	628,047	577,728	+8.71%
Newcastle	383,942	380,218	+0.98%
East Midlands	368,777	288,403	+27.87%
Bristol	358,759	317,376	+13.04%
Belfast Int.	312,705	377,590	-17.18%
Liverpool	286,121	197,418	+44.93%
Aberdeen	232,781	222,266	+4.73%
Belfast City	171,852	82,027	+109.51%
Leeds/Bradford	162,785	150,631	+8.07%
Cardiff	160,132	189,982	-15.71%
Jersey	151,967	170,396	-10.82%
London City	142,169	116,304	+22.24%
Prestwick	131,286	122,171	+7.46%
Guernsey	83,671	86,192	-2.92%
Teesside	73,971	84,691	-12.66%
Southampton	72,775	81,379	-10.57%
Isle Of Man	62,675	62,016	+1.06%
Humberside	57,218	47,152	+21.35%
Norwich	47,147	43,339	+8.79%
Bournemouth	45,148	29,805	+51.48%
Exeter	40,684	41,699	-2.43%
Inverness	36,431	33,628	+8.34%

The mayor of London, Ken Livingstone, is about to become deeply unpopular in parts of Essex and Sussex. He has decided to throw his weight behind the construction of runways at either Stansted or Gatwick airports.

In a blow to the green lobby, Mr Livingstone has concluded that the capital's economy is growing so fast that extra airports will be essential within the next 20 years. However, his selection of location will appal campaigners, who have threatened to lie in front of bulldozers to prevent construction.

Mr Livingstone has ruled out Heathrow, citing the wishes of voters in south-west London who are campaigning against pollution and noise from night flights. He has also abandoned the idea of an airport on an artificial island out to sea, after a study by Transport for London concluded that its runway could be as far as 35 miles from a terminal building.

Mr Livingstone said: "Rigorous environmental standards and adequate public transport are absolute preconditions for expansion of runway capacity serving London. That is why I believe expansion at

Stansted and Gatwick should be considered, but I cannot accept the environmental impact of a new runway at Heathrow or a new airport at Cliffe."

The mayor's office cited a privately commissioned poll showing that Londoners want airport expansion, with 47% of the capital's residents for more runways and 23% opposed. Stansted won the most backing, with 42% in favour of a new runway and 19% against, followed by Gatwick, with 40% in favour and 21% against.

Passions are running high around the country. In Diseworth, just outside East Midlands airport, police are investigating an incident in which anti-airport posters in residents' gardens were ripped down and set alight. Alan Leech, chairman of Wings, the local anti-runways campaign group, said: "This was not only an act of trespass but an act of arson. Very few people in our village think a new runway at East Midlands is a good idea but we have to be careful because we're an airport community - some of the people here work at the airport." Leading the case for more runways is Freedom to Fly, a pro-aviation coalition which includes the Trades Union Congress, the Confederation of British Industry, and Britain's leading airlines. It wants three new runways in the south-east, one in the Midlands and one in Scotland.

Joe Irvin, the coalition's campaign director, takes a populist line, pointing out that the number of foreign holidays taken by Britons has risen from 7m to 38m since 1977: "Society benefits from flying. Nine out of ten members of the public have flown - this is not something that's reserved for the privileged any more."

Most contentious of all the decisions will be whether to expand Heathrow. British Airways argues that the country's biggest airport must keep up with its rivals in Paris, Amsterdam and Frankfurt - all of which offer more destinations. Backers of Heathrow include the Association of British Travel Agents, the CBI, the London Chamber of Commerce, and regional development agencies.

Stansted is an odds-on favourite for expansion with one, possibly two, extra runways. Gatwick, previously ruled out, offers the advantage of a high-speed rail link.

Support for new airports in north Kent, Rugby and Cambridgeshire is scarce. Many believe they are in the consultation purely as a "red herring", to make other options appear more moderate. Birmingham is another likely candidate for a new runway, while Manchester is a long-term prospect.

Ironically, in Scotland, local politicians in Edinburgh and Glasgow are competing to win airport expansion in the hope of creating thousands of jobs. Colin Howden, campaigns manager for the sustainable transport group Transform Scotland, said: "It has been much more low-profile here than in England. The Scottish Executive has been trying to play it down."

AIRLINE NEWS

Aer Lingus has sold a majority share in its Spanish charter airline, Futura, to the firm's management. The deal, understood to be worth around €28m to Aer Lingus, will see it sell 80% of Futura while retaining a 20% stake in the airline.

Futura will now be run from Spain, where it employs 600 people, with a fleet of 12 Boeing 737s. It was established in 1990 and generated an average €4-5m for the group over the past few years. The Spanish-based management is backed by CorpFin, a Spanish private equity firm.

Aeroflot's board of directors approved the planned order of 18 Airbuses. Aeroflot expects to receive the first A320 by September 2003, and take delivery of another 7 Airbuses plus a Boeing 767 by the end of 2003 with the remaining aircraft to be delivered by 2004.

British Airways, in its latest TV advertising, is going straight for the jugular of Ryanair and easyJet, playing on popular prejudice about aspects of their service, whether timetables, obscure regional airports or the way they treat customers. The point of the ad is to tell us that BA now has a low-fare policy too, as well as all the things you'd expect from a regular airline.

Knocking the competition is best done by small products having a go at big established players, not vice versa. The BA ad features humourist PJ O'Rourke. As he talks about the rise of low-cost travel, we see a departure lounge where every flight is delayed or cancelled. "What we want," he says, "is airlines with flights, more back-up . . . more staff would be nice . . . planes that land somewhere near the city centre." Ouch. Each comment is delivered with a stinging visual, whether it's empty check-in desks or a bewildered traveller looking at a sign that says it's 98 kilometres to the city centre.

Ever since rotary mower manufacturers attacked hover mowers only to find, thanks to the slogan "It's a lot less bovver with a hover", that they lost the argument, advertisers have been wary about directly knocking their rivals.

Not surprisingly then, knocking copy is generally absent from most UK advertising. However, along with another advertisement currently on air, critical of direct competitors, BA could be the first to revive this form of advertising. The other advert is directed at a recent Guinness advert and the time you're supposed to wait before drinking, by rivals Murphys, featuring skeletons.

bmbaby have announced three new destinations from Cardiff airport. Daily flights to Cork and Palma will begin from March 2003 along with a four times a week service to Munich.

As well as the introduction of three new routes, frequencies on existing routes have also been increased, meaning that bmbaby will operate almost 40 international flights a week from the airport.

From March, flights to Malaga will be operated on a daily basis, upped from five flights a week, whilst Milan, currently served once a week, will be served five times a week.

Three aircraft will be serving Europe from Wales when bmbaby adds an additional aircraft at its Cardiff base from March to cope with demand.

Delta Airlines have announced that they are to create a new low-fare airline. The new airline, which will be named in February, will be launched in the spring of 2003 with nonstop service between Florida and the Northeast operating a fleet of 36 Boeing 757-200s. The cities served will include Boston, New York, Orlando and Fort Lauderdale initially. Other cities will be added later.

EasyJet said it expects to announce in March whether it will exercise its option to buy Deutsche BA. EasyJet also announced substantial progress on the integration of Go Fly and said it expects the combination to be completed significantly ahead of schedule.

EasyJet and Go are already operating under a single UK Air Operators Certificate (AOC) as approved by the UK Civil Aviation Authority, which means they are now acting as a single airline with a common fleet, operating practices, recruitment processes and CAA-approved post holders.

EasyJet has posted a forecast beating 78% surge in full-year profits. Pre-tax profits jumped to £71.6m in the year to 30th September from £40.1m at the same stage a year ago. Analysts had forecast profits of £57m-£66m. The airline said market demand remained strong, albeit at lower average fares.

Goodjet the Swedish no-frills carrier was forced to suspend operations in December when Transair Sweden, who carry out the flights on Goodjet's behalf, suspended the contract with immediate effect, quoting lack of payment from Goodjet. Goodjet initially reported only a two-day shutdown and expected to resume flights using capacity leased from another carrier, but negotiations with Icelandic carrier MD Airlines did not lead to an agreement and flights were still suspended as we close for press.

Qantas Airways will acquire 22.5% of Air New Zealand in a deal that caps nearly a year of talks between the two airlines. The deal calls for Qantas to invest as \$550 million New Zealand dollars (\$272 million) into the New Zealand airline, which is 82% owned by the government after a bailout last year. The combined operations would be controlled by the New Zealand carrier. Qantas will assume two seats on Air New Zealand's board.

Ryanair said its load factor rose to 84% in November 2002, from 79% a year earlier as passenger numbers rose to 1,249,186 from 871,603. The percentage of its ticket sales transacted over the internet rose to 94% from 89% in the same period. In the twelve months to November the load factor was 85%, passenger numbers were 13,980,173 and internet sales were 91%.

S.A.S. will launch "Scandinavian Light" at the end of March with low cost, internet only, flights to various European destinations. The airline will dedicate four or five aircraft to this new service with flights to Alicante, Athens, Malaga, Nice, and Rome amongst others.

United Airlines, reeling from two years of heavy losses and unable to pay off nearly \$1 billion in debt, filed for federal bankruptcy court protection Monday 9th December. It was the largest such filing in aviation history.

The Chapter 11 filing also was one of the ten biggest ever among any corporation. The company has lost \$4 billion in the last two years due to a slumping economy, flawed business strategies and the September 11 terrorist attacks.

The airline has promised to keep flying while it sheds costs under the auspices of a bankruptcy court judge and overhauls its business plan to try to become profitable again.

United operates about 1,700 flights a day, or about 20% of all U.S. flights. It has the most extensive worldwide route structure of any airline.

While the bankruptcy filing likely will have no immediate effect on passengers, it will come at a steep price for the 83,000 employees who own 55% of the company. A bankruptcy court judge is almost certain to order wage and job cuts and could dissolve the employee stock ownership plan.

On course to lose an industry-record \$2.5 billion this year, United had pinned its last hopes of avoiding bankruptcy on getting federal backing for \$1.8 billion of a \$2 billion loan that banks wouldn't otherwise provide. But the Air Transportation Stabilization Board, created last year to help the airline industry recover after September 11, rejected United's request.

The linchpin to United's proposal was \$5.2 billion in labour cutbacks by 2008, but the three-member federal panel said the airline's business plan was financially unsound and a loan guarantee would have risked U.S. taxpayers picking up the tab.

United's filing dwarfs all other airline bankruptcies. The previous largest was by Continental Airlines in 1990. United listed almost \$25.4 billion in assets as of 30th September - more than twice Continental's when it filed. It also is one of the ten largest bankruptcies in U.S. history - a list topped by the recent failures WorldCom and Enron. It is the eleventh time a major U.S. airline has filed for bankruptcy since deregulation in 1978, including TWA three times.

AIRCRAFT NEWS

On 23rd and 24th November, the FAA issued emergency ADs (Air Directives) applicable to Boeing Model 737, 747 and 757 series airplanes. The ADs were prompted by reports indicating that two fuel pumps from different Model 747 series airliners showed evidence of extreme localized overheating that might provide an ignition source and an explosion of the fuel tank.

Ignition of fuel vapours in the empty centre tank of a Boeing 747 - TWA Flight 800 - are suspected of causing the explosion that brought that aircraft down 17th July 1996, killing all 230 board. In March 2001 a Thai Airways 737-400 exploded while sitting on a hot ramp at Bangkok's domestic airport. The NTSB found that event to be similar to a centre tank explosion on a Philippine Airlines 737-300 in May 1990.

Boeing workers have finished extensive modifications to a 747-400 destined for the U.S. Air Force's Airborne Laser program. The 747 will fly from Kansas to Edwards Air Force Base in California this month,

where it will be equipped with a high-energy laser system designed to shoot down ballistic missiles just after launch.

The weapon works by focusing its high-energy laser beam on the pressurized fuel tank, causing it to rupture and explode. Work began on the 747 about three years ago, and it made its first flight in July.

OTHER NEWS

The Homeland Security Act that was passed by the Senate last December will allow pilots of U.S. registered commercial airliners to carry guns. Airline Pilots' Security Alliance Chairman Capt. Tracy W. Price has lobbied hard for arming pilots. "We are very pleased that arming airline pilots will soon be the law of the land and that the Homeland Security bill requires the TSA to implement a strong program." Price pointed out the bill still has an unacceptable weakness in that it does not allow pilots flying freight flights to carry guns.

Profit margins and cheap air fares at easyJet and Ryanair, leaders in the European low fares market but stuck in the worst price war in their short histories, are set to come under pressure from massive rises in air traffic control charges.

Latest figures reveal that across Europe, with aviation income under the cosh of falling revenues, air traffic controllers are forcing through huge rises in the fees they charge airlines for using different countries' airspace.

Already pricey air traffic control operators such as Germany are putting up charges by 23%, Spain by 21%, Italy by 17% and Switzerland by 15%. The largest rises are coming in Ireland, up 32%, though from a much smaller base.

According to one senior aviation source: "This is proportionately going to hit the low-fare airlines hard. It will hit any airline whose business model is predicated on low operating costs but high frequency of flights around Europe".

A spokesman for easyJet, admitted increased costs would have to be passed on to customers unless it can reverse the price rises. 'We are in a vicious circle in which air traffic controllers are complaining of falling revenues from a decrease in passenger numbers, so they go cap in hand to their governments for a price rise, which when achieved in turn puts off passengers from travelling,' he said.

Air traffic control costs account for 10% of easyJet's and Ryanair's operating costs. Analysts have pencilled in an annualised rise in air traffic costs of around 30% for the two airlines as they continue to grow their networks and frequencies. That, however, may have to be revised up if such increased charges - running into millions of pounds a year - rise at a greater level than other operating costs.

Air traffic control costs at British Airways come in at a massive £665m a year but represent 7.5% of annual operating costs. The rise in European air traffic control costs compares unfavourably with Britain, where, despite a recent positive settlement for the cash-strapped part-privatised National Air Traffic Services, charges are falling by 1%.

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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



THE AMERICAN AIR MUSEUM IN BRITAIN - DUXFORD

The report on the Society trip to Duxford in the November issue commented that the American Air Museum merited an article to itself and here it is, while the memory of the trip is still fresh in the mind! The Museum is a memorial to the 30,000 Americans who died flying from the UK in World War II, members of the US Army 8th and 9th Air Forces.

Much of the funding for the Museum came from donations from the US in the form of gifts from corporate bodies and individuals, the majority of the latter being survivors of the 8th and these gifts were supported by the National Lottery through the Heritage Lottery Fund.

Apart from the aircraft, the prize-winning building is spectacular. Built into the landscape, it has the appearance of a hangar and is said to be "toroid in shape, like a slice from the outside of a doughnut". It is accessed via a balcony and the view on entry is breath-taking, with aircraft suspended from the ceiling and set out on the ground floor. The display is not to everyone's taste, many found it too crowded; it is certainly not a 'snapper's' paradise, the closeness of the aircraft does not permit the best of photography in many instances.

A complete listing here would take up too much space, apart from my usual aversion to 'number-crunching'; I have a complete listing of ALL the aircraft at Duxford, photocopy available by phoning the number at the end of Military Aviation News. My pick of the American Air Museum exhibits would be:

Boeing B17G Flying Fortress 44-83735
Boeing TB-29A Superfortress 44-61748
Lockheed SR-71 Blackbird 64-17962

Consolidated B-24M Liberator 44-51228
North American P-51C Mustang 43-25147
Boeing B-52D Stratofortress 56-0689

And I must include a couple of trainers, my favourites:

North American AT-6 Harvard FE 695

Boeing Stearman PT17 25

The Blackbird and a Liberator were added to the Museum from Duxford's other exhibits in commemoration of the 60th anniversary of the 8th Air Force's first operational mission against continental Europe. Regrettably, these additions necessitated the removal of Schweizer TG-3A glider (N66630) as the military glider is poorly represented in the world's military aviation museums.

A major feature of the Museum is a memorial sculpture in the form of 52 glass panels engraved with the outlines of aircraft, one for each missing in action in operations flown by American air forces from Britain during World War II: 7031 in all from the 8th and 9th Air Forces and the US Navy. The 91st and 96th Bomber Groups of the 8th lost just under 400 B17s alone with an average crew of ten each (a USAAF Heavy Bomb Group consisted 48 aircraft, usually B17s and B24s).

The American Air Museum must rank as one of the top Military Aviation Museums in the world; I could cheerfully go again tomorrow!

Credits:

AAF (the official guide to the Army Air Forces) 1944
Programme of Official Opening Ceremony 1 August 1997



MORE APACHE RESERVATIONS

Alan Tempest's account of his visit to the Museum of Army Flying, Middle Wallop with the illustration of the Apache helicopter, turned out to be even more topical than even he could have imagined. It coincided with the preliminary announcement of problems with the introduction of the Apache into Army Air Corps service. Later reports indicate that up to half of the fleet will have to be mothballed until 2007 due to a shortage of trained pilots. The pilots are intended to be under going training as part of a private finance initiative between GKN Westland and Boeing that is currently running three years behind schedule, partially due to the late delivery of a new flight simulator.

Originally intended to enter service in 2003, the first sixteen Apaches are not now expected to be operational until February 2005. Two other difficulties have also been reported: there are problems with communications security when operating in icy conditions and the Hellfire anti-tank missiles can cause damage to the tail-rotor when fired!

As Alan intimated, I have been gathering photographs, literature and information on the Apache for some time as I planned to write a major feature on the machine which was intended to transform battlefield action for all time. My plan has been postponed indefinitely!

Incidentally, Alan described me as "venerable". I took this as a compliment but to be on the safe side I looked it up in the Concise Oxford which revealed: *venerable: entitled to veneration on account of character, age, association, etc.* Having just passed my 76th birthday, I'll settle for that!

Credit: Aerospace International (Royal Aeronautical Society)

MEMPHIS BELL

By coincidence, the Tuesday after the Society visit to Duxford, Channel Five showed the feature film "Memphis Belle", an account of the true story of the first USA aircraft to achieve a tour of 25 missions (an RAF tour was 30 operations). A truly vivid follow-up to the visit to the American Air Museum.

Credit: Channel Five. Radio Times.

NIMROD PROBLEMS TOO!

As with the Apache, there are problems with the refurbishing of the Nimrod, specifically with the newly-designed wings.

Credits: Daily Telegraph
Mavis Tennant

Eric Martin

Please send any information for inclusion in Military News to:
Eric Martin 11 Penn Drive LIVERSEDGE. WF15 8DB (tel:01274 873 336)



Sally "B" in Memphis Belle colours - Duxford - Photographer Mike Willingale

LEEDS BRADFORD VISITORS DECEMBER 2002



Boeing 737-300 G-CELS
Jet 2
Fly past Runway 14
11 December 2002



Embraer 120 Brasilia D-CAOA
Air Omega
3 December 2002



Airbus 320 G-CVYG
Thomas Cook
28 November 2002



Boeing 737-300 G-STRB
Asraeus
5 December 2002

Air Yorkshire Aviation Society

ANNUAL DINNER

Friday 4 April 2003

We have reserved the entire restaurant at Peasehill House, Harrogate Road, Rawdon, Leeds in anticipation of a "full house" of members and their guests at this popular social event. Please give John Dale, our co-ordinator, details of your guest list so that he can arrange the table plans and prepare place cards. Your booking, together with payment of the deposit of £5 per person, can be made at a Society meeting (cheque made payable to *Air Yorkshire Aviation Society*) or sent to John Dale, 13 Greenfield Avenue, Guiseley, Leeds LS20 8HG (tel: 01943 875 315).

Celebration Menu - £17.50 per person
(your choice will not be required until you arrive at the dinner)

Deep fried goats cheese on a tomato and basil salad

Seafood pancake with a lobster and tarragon sauce

Traditional minestrone soup with warm rolls

Roast rib of beef with Yorkshire pudding

Seared sea bass fillet with mixed pepper and coriander salsa

Breast of chicken with garlic wild mushrooms and a mild mustard sauce

Strawberry brandy-snap basket with vanilla ice-cream

Sticky toffee pudding with a butterscotch sauce

English and continental cheese board

Filter coffee and mints



Tristar G-IOII in November's magazine was "Classic Airways" Ex Cathay machine operating W leg from Alicante for Airtours - I went out on it!

JAB.

Are our Airlines so hard up that they have now resorted to the training of skeleton crews?



Unknown Aircraft Rufforth - Photographer Gordon Westerman

Thanks for an amusing photograph Gordon. Any suggestions as to what the aircraft is? *Cliff*

VISIT TO BIRMINGHAM AIRPORT and COSFORD MUSEUM on Saturday 27 September 2003

By popular demand, another luxury coach trip has been arranged for all members and their guests. Please put the date in your diary – details of itinerary and cost will be published via the magazine.

Paul Windsor

SPOTTERS' CORNER

Something easy for the beginning of the year

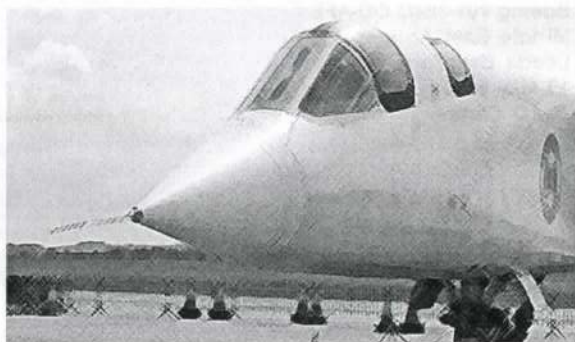
Photograph by: WWW

Clue:
Hard Labour

Answer to Cliff via e-mail or snail mail
on a piece of paper by the 20th of the
month.

Last month's answer:
Tupolev TU-154M

Winner: B. Learoyd



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