

COVERDALE



YORKSHIRES PREMIER AVIATION SOCIETY



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ALAN SINFIELD

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2002-2003

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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

7 December - Pre-Christmas "Get Together"

AIR YORKSHIRE AVIATION SOCIETY NEWS

Sunday 5th October saw gate 20 with standing room only, as over 50 members and guests listened with great interest to a presentation by Julian Carr, Jet2's Business Development Manager accompanied by Manzoor Siddiqui, Passenger Service Co-ordinator for Jet2.

Julian started his presentation with a few details about his past interests ie. deep sea diving and cinemas. He then went on to explain that Jet2 was a division of Channel Express, which in turn was part of the Dart Group PLC whose annual turnover was £250,000,000. In total the group employs 2000 people in aviation and distribution.

Jet2 was first conceived in August 2002 and made its first flight on 12th February 2003. It employs 30 flight crew, 44 cabin crew and 15 engineers.

The web site is the main way of obtaining business and we were all very happy to hear that LBIA will always be its main base.

More B737-300's are to join the fleet, G-CELC in October and G-CELW in January 2004. Julian also told us to watch for an announcement in the national press towards the end of October!!

Interestingly, by a show of hands at the meeting, approximately 30% had taken a Jet2 flight and a similar number were planning one in the future.

David Bates

P.S. We are not expecting an increase in the 50 members who attended this meeting at next months AGM!!

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



MOVEMENTS AUGUST

01 Friday

G-RJGR	Boeing 757	0258 0641	G-RJXA	EMB 145	0735 1129
G-JEDK	DHC-8 400	0803 0838	G-RJXF	EMB 145	0902 1111
CS-TPJ	EMB 145	0917 1050	G-MAJM	Jetstream 41	0929 1018
G-OAKJ	Jetstream 31	0949 1455	EL-CON	Boeing 737	0952 1033
PH-WXC	Fokker 70	0954 1053	LZ-HMW	Tupolev 154	1000 1122
G-CELS	Boeing 737 300	1006 1132	G-RJXE	EMB 145	1009 1345
G-BVJD	Fokker 100	1011 1105	G-RJXG	EMB 145	1047 2006
EC-IMA	Airbus 321	1055 1220	EC-HHG	Boeing 737 800	1107 1227
G-JEBE	BAe 146 300	1149 1239	G-CELV	Boeing 737 300	1152 1304
G-MAJM	Jetstream 41	1203 1437	G-BAVZ	PA-23 Aztec	1211 1735
G-CELX	Boeing 737 300	1221 1343	G-BFSA	Cessna F182Q	1231 1839
EL-CJE	Boeing 737	1312 1351	CS-TPJ	EMB 145	1315 1401
G-CDAV	PA-34 Seneca	1340 1405(02)	G-RJXF	EMB 145	1347 1453
G-BVJD	Fokker 100	1349 1542	G-UKFB	Fokker 100	1352 1715
G-RJXA	EMB 145	1403 1513	G-RKJT	PA-46 Malibu	1409 1537
G-SUEB	PA-28 Archer III	1516 1553	G-JEDK	DJC-8 400	1635 1713
G-ROCR	Hughes 269C	1641 1720	G-OAKJ	Jetstream 31	1644 1719
G-RJXE	EMB 145	1647 1741	G-RJXF	EMB 145	1651 1732
CS-TPJ	EMB 145	1656 1747	G-SMTJ	Airbus 321	1702 1923
G-MAJM	Jetstream 41	1708 1743	PH-LXJ	Fokker 50	1711 1758
G-RJXA	EMB 145	1715 1801	G-CELS	Boeing 737 300	1723 1829
G-CELV	Boeing 737 300	1737 0841(02)	G-BVJD	Fokker 100	1823 1911
EL-CNY	Boeing 737	1835 1908	G-CELV	Boeing 737 300	1848 0707(02)
G-JEDK	DHC-8 400	1914 1956	G-UKFJ	Fokker 100	1926 0624(02)
G-RJXF	EMB 145	1944 0743(02)	G-OAKJ	Jetstream 31	1958 0704(04)
G-CELX	Boeing 737 300	2004 1347(02)	G-RJXA	EMB 145	2009 0809(02)
G-MAJM	Jetstream 41	2019 1500(03)	G-RJGR	Boeing 757	2030 2227
CS-TPJ	EMB 145	2036 0740(02)	G-RJXE	EMB 145	2051 0738(02)
EL-CNX	Boeing 737	2104 2135	G-CELS	Boeing 737 300	2126 0717(02)
G-BVJD	Fokker 100	2148 0713(02)	EC-HGO	Boeing 737 800	2214 2328
G-BYAK	Boeing 757	2223 0703(02)	EC-IAG	Airbus 320	2244 2359

02 Saturday

G-RJGR	Boeing 757	0413 0657	G-RJXG	EMB 145	0727 1153
G-JEDK	DHC-8	0745 0822	G-HIND	Maule MT-7-235	0852 1522
G-VUEA	Citation II	0856 1135(03)	G-UKFJ	Fokker 100	0942 1050
EL-CJE	Boeing 737	0948 1026	G-BVJD	Fokker 100	0951 1047
G-RJXE	EMB 145	1003 1523	G-CBCY	B.C24R Musketeer	1019 1750
G-CELS	Boeing 737 300	1021 1131	G-RJXA	EMB 145	1124 1229
G-CELV	Boeing 737 300	1148 1308	G-BYAK	Boeing 757	1201 1412
G-RJGR	Boeing 757	1239 1422	G-BZZA	Boeing 737 300	1254 1417
CS-TPJ	EMB 145	1301 1350	EL-DBC	Airbus 320	1304 1425
EL-CNX	Boeing 737	1356 1435	G-UKFJ	Fokker 100	1402 1622
EC-HJQ	Boeing 737 800	1441 1610	G-RJXG	EMB 145	1501 1541
G-CELV	Boeing 737 300	1506 0714(03)	G-JEDK	DHC-8 400	1530 1612
CS-DNM	Hawker 800XP	1544 0908(03)	G-RJXF	EMB 145	1629 1424(03)
EC-HGJ	DC9-82	1637 1747	G-RJXC	EMB 145	1707 1901

PH-LXK	Fokker 50	1710 1755	EC-IFV	Boeing 737 300	1717 1829
G-BRYU	DHC-8	1722 1807	G-CELS	Boeing 737 300	1729 1906
G-OPUB	T67M Firefly	1742 1918	G-RJXG	EMB 145	1817 0825(03)
OE-LCQ	CL600 RJ	1820 1910	CS-TPJ	EMB 145	1845 0717(04)
G-CELV	Boeing 737 300	1855 1303(03)	G-RJXA	EMB 145	1917 0747(03)
G-UKFJ	Fokker 100	1943 0620(03)	G-RJGR	Boeing 757	1952 2112
G-CELX	Boeing 737 300	2015 1713(03)	G-BYAK	Boeing 757	2033 2150
EC-HXT	Boeing 737 400	2103 2200	G-BVJC	Fokker 100	2114 0707(03)
G-RJXE	EMB 145	2132 1141(03)			

03 Sunday

D-CFUX	Lear Jet 55	0009 0154	G-CELS	Boeing 737 300	0042 1128
G-BYAK	Boeing 757	0324 0559	G-RJGR	Boeing 757	0620 1219
G-MCEA	Boeing 757	0643 0811	G-UKFJ	Fokker 100	0934 1039
N68CG	Falcon 900EX	0938 1045	G-RKJT	PA-46 Malibu	0941 1051
G-BVJC	Fokker 100	0950 1102	B-MAQ	Airbus 321	1008 1216
G-JEDX	DHC-8	1014 1047	XV304	Hercules C.3	1020 1949
G-PEAK	JetRanger	1021 1317	G-ATBI	B.A23 Musketeer	1138 1659
G-BYAK	Boeing 757	1152 1340	G-CELU	Boeing 737 300	1207 1328
EI-CON	Boeing 737	1319 1357	G-UKFJ	Fokker 100	1403 1602
G-RJXA	EMB 145	1431 1519	G-MCEA	Boeing 757	1442 1615
G-RKJT	PA-46 Malibu	1446 1201(09)	G-RJXG	EMB 145	1456 1749(04)
G-RJXE	EMB 145	1458 1549	G-JEDK	DHC-8 400	1612 1722
G-MAJM	Jetstream 41	1639 1751	G-RJXF	EMB 145	1648 1737
G-BUVD	Jetstream 31	1656 1731	G-CELS	Boeing 737 300	1708 1823
G-RJXA	EMB 145	1710 1748	PH-LXK	Fokker 50	1717 1800
EI-CNT	Boeing 737	1828 1900	G-BVJD	Fokker 100	1903 1946
G-CELV	Boeing 737 300	1909 0658(04)	G-JEDK	DHC-8 400	1920 2006
G-UKFJ	Fokker 100	1942 0623(04)	G-CELU	Boeing 737 300	2003 0639(04)
G-MAJM	Jetstream 41	2012 0700(04)	G-RJXE	EMB 145	2020 0727(04)
G-RJXA	EMB 145	2038 0710(04)	G-RJXF	EMB 145	2045 0729(04)
G-MCEA	Boeing 757	2114 1211(04)	G-CELS	Boeing 737 300	2120 0708(04)
EI-CNY	Boeing 737	2132 2201	G-BVJD	Fokker 100	2201 0723(04)
G-CELX	Boeing 737 300	2222 0737(05)	G-BYAK	Boeing 757	2240 0756(04)

04 Monday

LZ-BHA	Airbus 320	0724 0835	G-JEDK	DHC-8 400	0815 0853
CS-TPJ	EMB 145	0909 1452	G-AVYS	PA-28R Arrow	0913 0938
G-RJXE	EMB 145	0919 1039	G-MAJM	Jetstream 41	0930 1015
G-UKFJ	Fokker 100	0935 1042	G-BVJD	Fokker 10	0942 1058
EI-CNT	Boeing 737	0946 1030	G-BUVD	Jetstream 31	0950 1457
G-RJXA	EMB 145	1001 1118	G-CELS	Boeing 737 300	1013 1132
G-RJXF	EMB 145	1043 1339	G-JARV	Twin Squirrel	1051 1135
G-UKHP	BAe 146 300	1127 1240	G-BFTT	Cessna 421C	1153 1737
G-MAJM	Jetstream 41	1157 1442	G-CELV	Boeing 737 300	1201 1705
G-CELU	Boeing 737 300	1234 1350	EI-CNY	Boeing 737	1308 1347
G-RJXE	EMB 145	1316 1448	G-BYAK	Boeing 757	1337 1527
G-CJAD	CitationJet	1351 1611	G-BVJD	Fokker 100	1357 1535
G-RJXA	EMB 145	1421 1507	G-UKFJ	Fokker 100	1432 1608
G-AVYS	PA-28R Arrow	1539 1636	CS-TPJ	EMB 145	1635 1734
G-BUVD	Jetstream 31	1646 1715	G-RJXF	EMB 145	1656 1742
G-JEJA	BAe 146 200	1709 1755	G-CELS	Boeing 737 300	1712 1824
G-RJXA	EMB 145	1714 1758	PH-LXJ	Fokker 50	1717 1801
G-MAJM	Jetstream 41	1721 1752	G-BVJD	Fokker 100	1813 1901
EI-CNX	Boeing 737	1834 1917	G-CELV	Boeing 737 300	1859 0650(05)
CS-TPJ	EMB 145	1932 0719(05)	G-JEDK	DHC-8 400	1935 2008
G-UKFJ	Fokker 100	1951 0618(05)	G-BUVD	Jetstream 31	1957 0657(05)
G-RJXA	EMB 145	2000 0712(05)	G-MAJM	Jetstream 41	2004 0703(05)
G-CELU	Boeing 737 300	2017 1116(05)	G-RJXI	EMB 145	2023 0706(05)

G-RJXG	EMB 145	2035 0730(05)	G-RJXF	EMB 145	2045 0725(05)
EI-CNT	Boeing 737	2100 2134	G-CELS	Boeing 737 300	2125 0708(05)
G-BVJD	Fokker 100	2139 0722(05)	G-MCEA	Boeing 757	2149 2354
05 Tuesday					
G-BYAK	Boeing 757	0028 0653	G-MCEA	Boeing 757	0855 1008
CS-TPJ	EMB 145	0911 1123	G-MAJM	Jetstream 41	0928 1013
G-UKFJ	Fokker 100	0934 1109	G-RJXF	EMB 145	0939 1159
EI-CNX	Boeing 737	0947 1027	G-CBCS	Jetstream 31	1003 1456
G-BVJC	Fokker 100	1005 1106	G-RJXA	EMB 145	1011 1121
G-JEDK	DHC-8 400	1017 1058	G-CELS	Boeing 737 300	1020 1133
9H-ADM	Boeing 737 300	1029 1141	G-RJXG	EMB 145	1053 1337
G-BVCE	BAe 146 300	1134 1235	G-MAJM	Jetstream 41	1157 1434
G-CELV	Boeing 737 300	1200 1300	G-CELX	Boeing 737 300	1219 1332
EI-CJC	Boeing 737	1319 1407	G-EIKY	Europa	1331 1500
CS-TPJ	EMB 145	1341 1451	G-RJXA	EMB 145	1402 1502
G-BVJC	Fokker 100	1405 1540	EC-IDA	Boeing 737 800	1439 1544
G-UKFJ	Fokker 100	1448 1607	G-BARG	Cessna 310Q	1505 1538
G-RJXI	EMB 145	1553 1754	G-MCEA	Boeing 757	1559 1719
CS-TPJ	EMB 145	1636 1733	G-CBCS	Jetstream 31	1652 1727
G-RJXA	EMB 145	1701 1809	G-MAJM	Jetstream 41	1708 1745
G-BSDO	Cessna 152	1711 1140(18)	G-CELS	Boeing 737 300	1715 1825
G-RJXG	EMB 145	1721 1805	G-CELU	Boeing 737 300	1729 1917
PH-LXP	Fokker 50	1813 1856	G-BVJC	Fokker 100	1815 1927
EI-CNY	Boeing 737	1834 1911	G-CELV	Boeing 737 300	1903 0708(06)
G-UKFJ	Fokker 100	1941 0615(06)	CS-TPJ	EMB 145	1944 0723(06)
G-CBCS	Jetstream 31	1955 0658(06)	G-JEAJ	BAe 146 200	2000 2051
G-MAJM	Jetstream 41	2006 0703(06)	G-CELX	Boeing 737 300	2010 0634(06)
G-RJXA	EMB 145	2012 0720(06)	PH-HZF	Boeing 737 800	2025 2134
G-RJXI	EMB 145	2040 0738(06)	G-BYAK	Boeing 757	2059 0751(06)
G-RJXG	EMB 145	2105 0733(06)	G-CELS	Boeing 737 300	2121 0715(06)
G-BVJC	Fokker 100	2202 0743(06)	D-CCAA	Lear Jet 35A	2213 0059(06)
06 Wednesday					
G-MCEA	Boeing 757	0217 0757	G-MAJM	Jetstream 41	0933 1015
G-UKFG	Fokker 100	0939 1113	EI-CNV	Boeing 737	0944 1026
CS-TPJ	EMB 145	0948 1501(07)	G-RJXG	EMB 145	0950 1045
G-BVJC	Fokker 100	1004 1106	G-BYRM	Jetstream 31	1008 1454
G-RJXA	EMB 145	1012 1129	G-CELS	Boeing 737 300	1021 1125
G-RJXI	EMB 145	1040 1332	G-BOKA	PA-28 Dakota	1115 1701
G-MAJM	Jetstream 41	1151 1434	G-RJXF	EMB 145	1153 1447
G-CELV	Boeing 737 300	1212 1307	G-JEBA	BAe 146 300	1218 1258
G-CELX	Boeing 737 300	1235 1341	G-RJXG	EMB 145	1314 1507
EI-CNZ	Boeing 737	1316 1355	G-BVJC	Fokker 100	1353 1545
G-UKFG	Fokker 100	1408 1616	G-RJXA	EMB 145	1416 1751
F-GIJB	King Air 200	1419 1456	G-ROCR	Hughes 269C	1628 1851(08)
G-RJXF	EMB 145	1641 1734	G-BYRM	Jetstream 31	1647 1724
G-RJXI	EMB 145	1659 1743	G-MCEA	Boeing 757	1704 1832
G-MAJM	Jetstream 41	1711 1746	G-CELS	Boeing 737 300	1715 1829
G-RJXG	EMB 145	1718 1800	PH-LXR	Fokker 50	1721 1803
G-BVJC	Fokker 100	1822 1915	G-JEDK	DHC-8 400	1827 1903
EI-CNY	Boeing 737	1833 1918	G-CELV	Boeing 737 300	1854 0656(07)
G-RJXF	EMB 145	1933 0727(07)	G-UKFG	Fokker 100	1957 0627(07)
G-MAJM	Jetstream 41	2000 0658(07)	G-CELX	Boeing 737 300	2006 0622(07)
G-BYRM	Jetstream 31	2010 0734(07)	G-RJXG	EMB 145	2016 0710(07)
G-RJXA	EMB 145	2035 0702(07)	G-RJXI	EMB 145	2045 0744(07)
G-BYAK	Boeing 757	2053 0621(07)	G-JEDK	DHC-8 400	2059 2128
G-CELS	Boeing 737 300	2114 0911(07)	G-BVJC	Fokker 100	2200 0730(07)
N2683Y	Cessna 421C	2350 1430(13)			

07 Thursday

G-MCEA	Boeing 757	0320 0927	G-JEDK	DHC-8 400	0813 0850
G-RJXG	EMB 145	0908 1250	G-RJXF	EMB 145	0924 1042
G-MAJM	Jetstream 41	0930 1016	G-UKFG	Fokker 100	0932 1038
G-BVJC	Fokker 100	0948 1052	EI-CNY	Boeing 737	0958 1036
G-RJXA	EMB 145	1006 1120	40081	C-21A	1011 1636
G-BYRM	Jetstream 31	1014 1519	G-RJXI	EMB 145	1034 1331
G-BARG	Cessna 310Q	1044 1722	G-CELS	Boeing 737 300	1141 1229
G-JEAM	BAe 146 300	1146 1234	G-CELV	Boeing 737 300	1151 1259
G-MAJM	Jetstream 41	1154 1445	G-CELY	Boeing 737 300	1241 1354
G-OOOK	Boeing 757	1302 1429	G-DHJZ	Airbus 320	1311 1441
G-RJXF	EMB 145	1319 1750	G-BVJC	Fokker 100	1352 1544
G-BZZA	Boeing 737 300	1357 1514	EI-CNZ	Boeing 737	1400 1437
EC-HZU	Airbus 320	1408 1517	G-RJXA	EMB 145	1412 1526
G-UKFB	Fokker 100	1415 1602	G-MCEA	Boeing 757	1554 1813
G-JEDK	DHC-8 400	1619 1706	G-BYRM	Jetstream 31	1658 1730
G-RJXI	EMB 145	1700 1736	CS-TPJ	EMB 145	1703 1747
PH-LXK	Fokker 50	1707 1803	G-RJXA	EMB 145	1714 1801
G-MAJM	Jetstream 41	1720 1908	G-CELU	Boeing 737 300	1725 1839
G-CELS	Boeing 737 300	1808 1125(08)	G-BVJC	Fokker 100	1818 1917
VP-CED	Citation Bravo	1820 1830	EI-CON	Boeing 737	1832 1915
G-CELV	Boeing 737 300	1905 0653(08)	G-JEDK	DHC-8 400	1913 1957
CS-TPJ	EMB 145	1936 1932(10)	G-UKFO	Fokker 100	1952 0650(08)
G-RJXA	EMB 145	2002 0715(08)	G-BYRM	Jetstream 31	2005 0703(08)
G-BYAK	Boeing 757	2018 0636(08)	G-CELY	Boeing 737 300	2022 0724(08)
G-RJXF	EMB 145	2039 0734(08)	G-IJYS	Jetstream 31	2050 2108
G-RJXI	EMB 145	2102 0730(08)	G-RJXG	EMB 145	2114 0713(08)
G-MAJM	Jetstream 41	2118 0658(08)	G-CELU	Boeing 737 300	2120 0740(08)
G-BXWF	Fokker 100	2149 0722(08)			

08 Friday

G-MCEA	Boeing 757	0312 0643	D-IDBU	PA-42 Cheyenne	0329 0543
G-JEDK	DHC-8 400	0858 0939	TF-ELP	Boeing 737 300	0901 1158
G-RJXG	EMB 145	0913 1343	G-MAJM	Jetstream 41	0920 1441
G-BXWF	Fokker 100	0928 1057	G-RJXI	EMB 145	1934 1048
G-UKFO	Fokker 100	0936 1040	G-CBCS	Jetstream 31	0959 1510
G-RJXA	EMB 145	1006 1114	LZ-BHA	Airbus 320	1025 1128
G-RJXF	EMB 145	1032 1449	G-CELU	Boeing 737 300	1037 1139
EC-IMA	Airbus 321	1108 1220	G-CELV	Boeing 737 300	1145 1303
G-CELY	Boeing 737 300	1217 1340	G-BVCE	BAe 146 300	1250 1336
EC-HHG	Boeing 737 800	1317 1439	G-RJXI	EMB 145	1324 1754
EI-CJC	Boeing 737	1327 1357	G-BXWF	Fokker 100	1352 1533
G-RJXA	EMB 145	1355 1504	G-UKFO	Fokker 100	1410 1604
EI-CNX	Boeing 737	1412 1445	G-CALL	PA-23 Aztec	1530 1633
CS-DHA	Citation Bravo	1613 1713	N132CK	Cessna 421A	1617 n/s+
CS-DFM	Citation Excel	1622 1422(09)	G-JEDK	DHC-8 400	1632 1718
N2688M	Cessna 414A	1638 1343(10)	G-EFPA	Airbus 321	1640 1918
G-RJXF	EMB 145	1649 1733	G-RJXG	EMB 145	1656 1741
PH-LXP	Fokker 50	1709 1810	G-RJXA	EMB 145	1715 1808
G-MAJM	Jetstream 41	1721 1801	G-BNOE	PA-28 Warrior II	1723 1746
G-CELU	Boeing 737 300	1737 1832	G-CELS	Boeing 737 300	1743 1136(09)
G-CBCS	Jetstream 31	1745 1828	G-BXWF	Fokker 100	1825 1920
EI-COX	Boeing 737	1840 1930	G-CELV	Boeing 737 300	1859 0702(09)
G-JEDK	DHC-8 400	1914 1956	G-CELY	Boeing 737 300	1954 0910(09)
G-RJXF	EMB 145	1957 0812(09)	G-RJXA	EMB 145	2002 0725(09)
G-UKFO	Fokker 100	2014 0754(09)	G-MAJM	Jetstream 41	2018 1453(10)
G-RJXI	EMB 145	2050 0730(09)	G-RJXG	EMB 145	2101 0744(09)
G-CBCS	Jetstream 31	2104 0657(11)	G-CELU	Boeing 737 300	2109 0842(09)

G-BXWF	Fokker 100	2221 0718(09)	EC-HGO	Boeing 737 800	2229 2345
G-BYAK	Boeing 757	2253 0709(09)	EC-IEQ	Airbus 320	2304 0015(09)
09 Saturday					
G-MCEA	Boeing 757	0308 0946	G-BXWF	Fokker 100	0951 1101
EI-CNZ	Boeing 737	0956 1030	G-JEBD	BAe 146 300	1020 1132
PH-RXC	EMB 145	1022 1113	G-RJXG	EMB 145	1025 1159
G-UKFO	Fokker 100	1110 1431	G-RJXF	EMB 145	1137 1224
G-CELV	Boeing 737 300	1148 1404	G-BYAK	Boeing 757	1206 1455
G-CELV	Boeing 737 300	1214 1316	G-RJXI	EMB 145	1227 1319
EI-DBC	Airbus 320	1238 1400	G-RJXA	EMB 145	1247 1719
G-AVYS	PA-28R Arrow	1318 1754	EI-CNY	Boeing 737	1335 1427
G-ZAPT	King Air 200C	1415 1800	G-BZZA	Boeing 737 300	1418 1527
EC-HKR	Boeing 737 800	1434 1609	G-RJXG	EMB 145	1457 1539
G-BRYV	DHC-8	1537 1619	G-CELU	Boeing 737 300	1540 1934
G-JEDK	DHC-8 400	1544 1636	G-RKJT	PA-46 Malibu	1601 0811(12)
EC-GHE	DC9 82	1634 1738	EC-IFV	Boeing 737 300	1711 1840
PH-LXJ	Fokker 50	1715 1757	G-UKFO	Fokker 100	1717 1812
G-CELS	Boeing 737 300	1746 1821(10)	G-RJXG	EMB 145	1814 1854
G-CELV	Boeing 737 300	1856 1334(10)	G-RJXF	EMB 145	1921 1420(10)
G-BYAK	Boeing 757	2020 2148	G-CELV	Boeing 737 300	2041 0725(10)
G-UKFO	Fokker 100	2108 0622(10)	N766AM	Twin Squirrel	2128 2155
EC-HXT	Boeing 737 400	2140 2244	G-RJXG	EMB 145	2144 0742(10)
G-BXWF	Fokker 100	2146 0704(10)	G-RJXI	EMB 145	2202 1132(10)
G-RJXA	EMB 145	2228 0828(10)			
10 Sunday					
G-CELU	Boeing 737 300	0124 1210	G-BYAK	Boeing 757	0326 0603
G-PIDS	Boeing 757	0545 1110	G-BXWF	Fokker 100	0925 1113
B-MAQ	Airbus 321	0952 1125	G-UKFO	Fokker 100	1003 1120
G-JEDX	DHC-8	1037 1116	G-CBGC	TB-10 Tobago	1057 1548
G-BYAK	Boeing 757	1154 1348	G-CELV	Boeing 737 300	1232 1340
XW222	Puma HC-1	1327 1500	ZE449	Puma HC.1	1327 1500
EI-CJF	Boeing 737	1328 1503	G-UKFO	Fokker 100	1418 1604
CS-DNJ	Hawker 800XP	1432 1525	G-RJXG	EMB 145	1436 1518
G-RJXI	EMB 145	1438 1541	G-JALC	Boeing 757	1455 1620
G-RJXA	EMB 145	1529 0725(11)	G-MAJM	Jetstream 41	1649 1754
G-JEDK	DHC-8 400	1651 1807	G-RJXF	EMB 145	1653 1741
G-ZAPU	Boeing 757	1659 1817	G-RJXG	EMB 145	1704 1758
PH-LXJ	Fokker 50	1707 1802	G-BYRM	Jetstream 31	1714 1751
G-BMSU	Cessna 152	1719 1422(15)	CS-DFO	Citation Excel	1749 0809(11)
G-MCEA	Boeing 757	1800 1921	G-CELU	Boeing 737 300	1819 1925
EI-COX	Boeing 737	1842 1919	G-CELV	Boeing 737 300	1851 2021
G-UKFO	Fokker 100	1936 0731(1)	G-PIDS	Boeing 757	1950 2059
G-BVJC	Fokker 100	2001 2055	G-CELV	Boeing 737 300	2008 0635(1)
G-MAJM	Jetstream 41	2019 0709(11)	G-RJXI	EMB 145	2039 2131
G-RJXG	EMB 145	2053 0743(11)	G-RJXF	EMB 145	2056 0715(11)
EI-CJC	Boeing 737	2119 2150	G-CELU	Boeing 737 300	2200 1150(11)
G-CELS	Boeing 737 300	2257 0820(11)	G-BYAK	Boeing 757	2310 0756(11)
G-ZAPU	Boeing 757	2312 0026(11)	G-BVJC	Fokker 100	2315 0722(11)
G-CELV	Boeing 737 300	2319 0704(11)			
11 Monday					
G-MCEA	Boeing 757	0139 1154	G-RJXI	EMB 145	0200 0737
G-MAJM	Jetstream 41	0939 1032	G-JEDK	DHC-8 400	0944 2016
G-RJXA	EMB 145	0932 1125	G-RJXG	EMB 145	0958 1141
G-BVJC	Fokker 100	1009 1108	EI-CNV	Boeing 737	1025 1115
G-RJXF	EMB 145	1029 1134	G-CBCS	Jetstream 31	1033 1458
LZ-BHA	Airbus 320	1039 1214	G-RJXI	EMB 145	1049 1332
G-UKFO	Fokker 100	1105 1205	G-JEBD	BAe 146 300	1130 1257

G-CELS	Boeing 737 300	1133 1127(12)	G-CJAD	CitationJet	1137 1516
G-CELV	Boeing 737 300	1214 1315	G-MAJM	Jetstream 41	1221 1435
G-CELY	Boeing 737 300	1255 1356	G-MAJA	Jetstream 41	1307 1440
G-GAFT	PA-44 Seminole	1310 1704	EL-CON	Boeing 737	1316 1358
G-BVJC	Fokker 100	1351 1540	G-RJXA	EMB 145	1354 1447
G-RJXF	EMB 145	1359 1503	G-RJXG	EMB 145	1409 1806
G-BYAK	Boeing 757	1414 1528	G-UKFO	Fokker 100	1456 1601
G-CBCS	Jetstream 31	1634 1711	G-RJXA	EMB 145	1645 1736
G-RJXF	EMB 145	1710 1800	G-RJXI	EMB 145	1713 1753
G-MAJA	Jetstream 41	1719 1756	G-CELU	Boeing 737 300	1732 1832
PH-LXP	Fokker 50	1818 1902	G-BVJC	Fokker 100	1822 1914
EL-CJE	Boeing 737	1830 1905	G-CELV	Boeing 737 300	1856 0649(12)
G-UKFO	Fokker 100	1937 0621(12)	G-RJXA	EMB 145	1941 0738(12)
G-CBCS	Jetstream 31	1956 0659(12)	G-RJXG	EMB 145	2002 0715(12)
G-MAJA	Jetstream 41	2008 0702(12)	G-CELY	Boeing 737 300	2019 0733(12)
G-RJXF	EMB 145	2045 0708(12)	G-RJXI	EMB 145	2050 0749(12)
G-CELU	Boeing 737 300	2110 0849(12)	EL-CJD	Boeing 737	2120 2158
G-BVJC	Fokker 100	2131 0718(12)	G-MCEA	Boeing 757	2205 0002(12)
G-JEDK	DHC-8 400	2312 2353	G-JEDX	DHC-8	2319 0007(12)

12 Tuesday

G-BYAK	Boeing 757	0038 0630	G-MCEA	Boeing 757	0909 1039
G-RJXG	EMB 145	0917 1448	G-MAJA	Jetstream 41	0919 1009
G-BVJC	Fokker 100	0938 1056	G-RJXA	EMB 145	0944 1053
EL-CNV	Boeing 737	0946 1026	G-UKFO	Fokker 100	0948 1042
G-OAKJ	Jetstream 31	1001 1459	G-RJXF	EMB 145	1008 1117
9H-ADH	Boeing 737 300	1033 1134	G-RJXI	EMB 145	1047 1337
G-CELU	Boeing 737 300	1131 1223	G-BAVZ	PA-23 Aztec	1149 1646
G-MAJA	Jetstream 41	1153 1456	G-JEBD	BAe 145 300	1156 1250
G-CELV	Boeing 737 300	1158 1303	G-CELY	Boeing 737 300	1226 1334
G-BORH	PA-34 Seneca	1245 1519	EL-CJC	Boeing 737	1304 1347
G-RJXA	EMB 145	1345 1748	G-BVJC	Fokker 100	1355 1543
G-UKFO	Fokker 100	1358 1600	G-RJXF	EMB 145	1402 1503
EC-HGP	Boeing 737 800	1428 1553	CS-DFD	Falcon 2000	1450 1529
G-OAKJ	Jetstream 31	1640 1714	G-RJXI	EMB 145	1643 1741
G-RJXG	EMB 145	1648 1729	G-MCEA	Boeing 757	1702 0049(13)
PH-KVE	Fokker 50	1705 1802	G-RJXF	EMB 145	1710 1800
G-CELY	Boeing 737 300	1716 1822	G-MAJA	Jetstream 41	1720 1754
G-JEDK	DHC-8 400	1756 1830	G-BVJC	Fokker 100	1811 1906
G-CELU	Boeing 737 300	1824 0705(13)	EL-CJE	Boeing 737	1836 1912
G-OLCP	Twin Squirrel	1846 1913	G-CELV	Boeing 737 300	1852 1239(13)
G-RKJT	PA-46 Malibu	1856 0815(13)	PH-HZE	Boeing 737 800	1901 2029
G-RJXG	EMB 145	1933 0722(13)	G-UKFO	Fokker 100	1940 0624(13)
G-JALC	Boeing 757	1958 2116	G-OAKJ	Jetstream 31	2002 0657(13)
G-CELY	Boeing 737 300	1045 0719(13)	G-MAJA	Jetstream 41	2009 0700(13)
G-RJXF	EMB 145	2013 0710(13)	G-JEDK	DHC-8 400	2031 2118
G-RJXI	EMB 145	2041 0730(13)	G-BYAK	Boeing 757	2044 0747(13)
G-RJXA	EMB 145	2046 0750(13)	G-CELS	Boeing 737 300	2113 0745(13)
G-BVJC	Fokker 100	2135 0728(13)			

13 Wednesday

G-JALC	Boeing 757	0628 0800	G-JEDK	DHC-8 400	0742 0821
G-GAFT	PA-44 Seminole	0806 1234	G-RJXG	EMB 145	0914 1454
G-MAJA	Jetstream 41	0917 1019	G-UKFO	Fokker 100	0924 1042
EL-CJE	Boeing 737	0943 1036	G-RJXI	EMB 145	0945 1045
G-BVJC	Fokker 100	0951 1109	G-BUVD	Jetstream 31	0955 1459
G-RJXF	EMB 145	1015 1126	G-CELY	Boeing 737 300	1019 1135
G-RJXA	EMB 145	1040 1333	G-JEBD	BAe 146 300	1130 1219
G-MAJA	Jetstream 41	1157 1442	G-CELU	Boeing 737 300	1159 1303

G-BXXT	B.76 Duchess	1217 1751	G-BPUJ	PA-28 Cadet	1259 1601
EI-COX	Boeing 737	1317 1353	G-RJXI	EMB 145	1320 1744
G-CELS	Boeing 737 300	1355 1448	G-RJXF	EMB 145	1404 1509
G-UKFO	Fokker 100	1408 1603	G-BVJC	Fokker 100	1415 1536
G-JEDK	DHC-8 400	1600 1658	G-RJXG	EMB 145	1647 1725
G-BUVD	Jetstream 31	1649 1719	G-RJXA	EMB 145	1652 1735
G-JALC	Boeing 757	1656 1842	G-MAJA	Jetstream 41	1702 1748
PH-KVE	Fokker 50	1711 1757	G-RJXF	EMB 145	1713 1803
G-CELX	Boeing 737 300	1728 1832	G-BVJC	Fokker 100	1816 1912
EI-CNZ	Boeing 737	1826 1915	G-CELU	Boeing 737 300	1851 0652(14)
G-JEDK	DHC-8 400	1902 1952	G-RJXG	EMB 145	1916 0737(14)
G-UKFO	Fokker 100	1926 0616(14)	G-BUVD	Jetstream 31	1958 0655(14)
G-MAJA	Jetstream 41	2002 0658(14)	G-RJXF	EMB 145	2009 0713(14)
G-RJXI	EMB 145	2034 0718(14)	G-RJXA	EMB 145	2043 0730(14)
G-BYAK	Boeing 757	2046 0625(14)	G-CELS	Boeing 737 300	2107 0702(14)
G-CELX	Boeing 737 300	2119 0638(14)	CS-TPJ	EMB 145	2123 1501(14)
G-BVJC	Fokker 100	2137 0727(14)			

14 Thursday

G-JALC	Boeing 757	0339 0932	G-VUEA	Citation II	0553 0646
G-JEDK	DHC-8 400	0754 0834	G-PUSI	Cessna T303	0825 0902
G-RJXI	EMB 145	0900 1454	G-MAJA	Jetstream 41	0918 1021
G-RJXA	EMB 145	0927 1044	G-UKFE	Fokker 100	0945 1046
G-OAKJ	Jetstream 31	0949 1504	G-BVJC	Fokker 100	0951 1053
EI-CNZ	Boeing 737	1002 1036	G-RJXF	EMB 145	1008 1116
G-CELS	Boeing 737 300	1026 1137	G-RJXG	EMB 145	1040 1332
XZ311	Gazelle AH.1	1104 1128	G-JEBD	BAe 146 300	1130 1223
G-CELU	Boeing 737 300	1147 1303	G-BAVZ	PA-23 Aztec	1151 1428
G-MAJA	Jetstream 41	1153 1338	G-CELX	Boeing 737 300	1234 1336
G-CPEU	Boeing 757	1247 1424	G-MAJM	Jetstream 41	1301 1445
G-DHJZ	Airbus 320	1309 1435	EI-CJG	Boeing 737	1318 1411
G-RJXA	EMB 145	1321 1747	G-BVJC	Fokker 100	1353 1540
G-RJXF	EMB 145	1356 1517	EC-GZE	Airbus 320	1359 1507
G-UKFE	Fokker 100	1406 1602	G-CELV	Boeing 737 300	1447 0656(15)
G-BZZA	Boeing 737 300	1448 1556	N671B	A.36 Bonanza	1459 1246(17)
G-PZIZ	PA-31 Navajo	1527 1610	G-JALC	Boeing 757	1551 1837
G-JEDK	DHC-8 400	1615 1711	G-BAVZ	PA-23 Aztec	1618 1843
G-VUEA	Citation II	1641 0911(15)	G-OAKJ	Jetstream 31	1643 1718
G-RKJT	PA-46 Malibu	1645 1750	G-RJXI	EMB 145	1649 1731
G-RJXG	EMB 145	1651 1741	N79EL	Beechjet 400A	1703 1743
G-MAJM	Jetstream 41	1712 1753	G-RJXF	EMB 145	1714 1801
PH-KVE	Fokker 50	1725 1810	G-CELS	Boeing 737 300	1728 1830
G-BVJC	Fokker 100	1814 1906	EI-CNV	Boeing 737	1839 1910
G-CELU	Boeing 737 300	1853 0742(15)	G-JEDK	DHC-8 400	1912 1958
G-RJXI	EMB 145	1939 0752(15)	G-UKFE	Fokker 100	1943 0617(15)
G-OAKJ	Jetstream 31	1954 0658(15)	G-CELX	Boeing 737 300	1956 1122(15)
G-RJXF	EMB 145	2004 0706(15)	G-MAJM	Jetstream 41	2008 0709(15)
G-BYAL	Boeing 757	2026 0640(15)	G-IJYS	Jetstream 31	2031 2051
G-RJXA	EMB 145	2049 0715(15)	G-RJXG	EMB 145	2053 0719(15)
G-CELS	Boeing 737 300	2127 0703(15)	G-BVJC	Fokker 100	2143 0713(15)

15 Friday

G-JALC	Boeing 757	0325 0650	G-JEDK	DHC-8 400	0749 0824
G-RJXA	EMB 145	0901 1447	G-RJXG	EMB 145	0916 1046
XZ324	Gazelle AH.1	0922 1006	G-MAJM	Jetstream 41	0923 1013
G-UKFE	Fokker 100	0936 1050	G-BVJC	Fokker 100	0941 1101
EI-CJC	Boeing 737	0947 1032	G-BUVD	Jetstream 31	0956 1507
LZ-BHA	Airbus 320	0959 1132	G-RJXF	EMB 145	1010 1125
G-BOIC	PA-28R Arrow	1015 1253	G-CELS	Boeing 737 300	1033 1136

G-RJXI	EMB 145	1053 1334	EC-HHG	Boeing 737 800	1107 1226
EC-IMA	Airbus 321	1118 1240	G-VUEA	Citation II	1126 1801(17)
G-UKHP	BAe 146 300	1130 1223	G-CELV	Boeing 737 300	1154 1259
G-MAJM	Jetstream 41	1159 1440	G-BXXT	B.76 Duchess	1210 1719
G-CELU	Boeing 737 300	1238 1435	EI-COB	Boeing 737	1313 1353
G-RJXG	EMB 145	1316 1505	G-BFXX	AA5B Tiger	1336 1733
N55EN	B.E55 Baron	1338 1627(17)	G-BVJC	Fokker 100	1348 1537
G-RJXF	EMB 145	1402 1759	G-UKFE	Fokker 100	1407 1608
XW904	Gazelle AH.1	1419 1438	G-JEDK	DHC-8 400	1613 1703
G-EFPA	Airbus 321	1629 1838	G-BUVD	Jetstream 31	1650 1723
G-RJXA	EMB 145	1653 1736	G-RJXG	EMB 145	1706 1802
G-MAJM	Jetstream 41	1712 1750	PH-KVE	Fokker 50	1714 1808
G-CELV	Boeing 737 300	1728 1342(16)	G-JEDK	DHC-8 400	1913 1953
G-RJXA	EMB 145	1938 0810(16)	G-UKFE	Fokker 100	1942 0617(16)
G-RJXG	EMB 145	1957 0720(16)	G-MAJM	Jetstream 41	2010 1458(17)
G-BUVD	Jetstream 31	2013 0656(18)	G-JALC	Boeing 757	2029 2225
G-CELU	Boeing 737 300	2038 0837(16)	G-RJXF	EMB 145	2042 0712(16)
CS-TPJ	EMB 145	2052 1435(17)	G-RJXI	EMB 145	2056 0750(16)
EI-CKQ	Boeing 737	2110 2141	G-CELS	Boeing 737 300	2118 0716(16)
G-BVJC	Fokker 100	2137 0827(16)	EC-IAG	Airbus 320	2228 2337
EC-HKR	Boeing 737 800	2231 2349	G-BYAL	Boeing 757	2254 0656(16)

16 Saturday

G-JALC	Boeing 757	0420 0632	G-JEDX	DHC-8	0747 0822
G-UKFE	Fokker 100	0932 1127	EI-CNX	Boeing 737	0951 1025
N79EL	Beechjet 400A	0955 1008	G-CELS	Boeing 737 300	1027 1134
G-RJXI	EMB 145	1029 1204	G-BVJC	Fokker 100	1102 1153
G-RJXA	EMB 145	1117 1224	G-CELV	Boeing 737 300	1207 1336
OE-GPS	Citation Bravo	1212 1439	G-BYAL	Boeing 757	1220 1359
G-JALC	Boeing 757	1233 1414	G-RJXG	EMB 145	1236 1407
G-RJXF	EMB 145	1240 1344	G-BZZA	Boeing 737 300	1246 1411
EI-CON	Boeing 737	1331 1417	EI-DBC	Airbus 320	1349 1549
G-UKFM	Fokker 100	1413 1604	EC-HGP	Boeing 737 800	1443 1556
N900CB	Cessna 421C	1456 1506	G-RJXI	EMB 145	1458 1544
G-BRYU	DHC-8	1509 1616	G-JEDK	DHC-8 400	1511 1559
G-CELU	Boeing 737 300	1518 1134(17)	G-SUEB	PA-28 Archer 3	1524 1123(17)
N900CB	Cessna 421C	1601 0937(20)	G-RJXF	EMB 145	1624 0758(18)
EC-HFS	DC9-82	1652 1744	PH-LXK	Fokker 50	1705 1802
EC-IFV	Boeing 737 300	1714 1810	G-CELS	Boeing 737 300	1722 1922
G-RJXI	EMB 145	1805 1851	G-RJXA	EMB 145	1910 0746(17)
G-RJXG	EMB 145	1913 0819(17)	G-UKFG	Fokker 100	1934 0614(17)
G-CELV	Boeing 737 300	2000 1337(17)	G-JALC	Boeing 757	2004 2112
G-CELV	Boeing 737 300	2013 0717(17)	G-BYAL	Boeing 757	2028 2146
EC-GUO	Boeing 737 400	2117 2212	G-RJXI	EMB 145	2124 1138(17)
G-BVJC	Fokker 100	2128 0702(17)			

17 Sunday

G-CELS	Boeing 737 300	0110 1718	G-BYAL	Boeing 757	0324 0608
G-JALC	Boeing 757	0626 0924	G-UKFC	Fokker 100	0941 1034
G-BVJC	Fokker 100	0950 1059	B-MAQ	Airbus 321	0957 1213
G-JEDX	DHC-8	1008 1055	G-CELV	Boeing 737 300	1222 1340
G-CDUP	Boeing 757	1256 1421	EI-CNZ	Boeing 737	1313 1346
G-UKFC	Fokker 100	1403 1603	G-RJXA	EMB 145	1438 1519
G-RJXI	EMB 145	1448 1537	G-RJXG	EMB 145	1500 1946
G-JALC	Boeing 757	1533 1704	G-JEDK	DHC-8 400	1608 1712
G-MAJM	Jetstream 41	1641 1749	CS-TPJ	EMB 145	1702 1746
G-CBDA	Jetstream 31	1707 1740	G-RJXA	EMB 145	1710 1758
PH-KXH	Fokker 50	1713 1804	G-CELU	Boeing 737 300	1725 1829
EI-COX	Boeing 737	1841 1913	G-BVJA	Fokker 100	1850 1942

G-CELV	Boeing 737 300	1905 0707(18)	G-JEDK	DHC-8 400	1916 2039
G-UKFC	Fokker 100	1939 0617(18)	G-RKJT	PA-46 Malibu	1954 0716(18)
G-CELV	Boeing 737 300	2000 0641(18)	G-MAJM	Jetstream 41	2016 0703(18)
G-RJXI	EMB 145	2036 0712(18)	G-RJXA	EMB 145	2044 1755(18)
CS-TPJ	EMB 145	2047 0728(18)	EL-CNV	Boeing 737	2109 2144
G-CELU	Boeing 737 300	2121 0711(19)	G-CELS	Boeing 737 300	2220 0714(18)
G-JALC	Boeing 757	2223 0851(18)	G-BVJA	Fokker 100	2226 0737(18)
G-RJXG	EMB 145	2258 0719(18)	G-CDUP	Boeing 757	2237 0756(18)

18 Monday

LZ-BHA	Airbus 320	0729 0857	G-JEDK	DHC-8 400	0745 0828
G-BBCA	JetRanger	0824 0853	G-RJXG	EMB 145	0905 1117
CS-TPJ	EMB 145	0918 1046	G-MAJM	Jetstream 41	0924 1015
G-UKFC	Fokker 100	0927 1039	EL-CKS	Boeing 737	0939 1030
G-BVJA	Fokker 100	0953 1049	G-CELS	Boeing 737 300	0959 1123
G-BUVD	Jetstream 31	1003 1504	G-RJXI	EMB 145	1008 1112
G-RJXF	EMB 145	1115 1222	G-JEBD	BAe 146 300	1132 1225
G-CELV	Boeing 737 300	1156 1300	G-MAJM	Jetstream 41	1159 1442
G-CELV	Boeing 737 300	1229 1335	G-ROCH	Cessna T303	1232 1546
OH-FIX	Falcon 2000	1256 1418	EL-CNV	Boeing 737	1316 1355
CS-TPJ	EMB 145	1319 1359	G-CDUP	Boeing 757	1338 1538
PH-FAC	PA-34 Seneca	1353 1731	G-RJXG	EMB 145	1357 1450
G-BVJA	Fokker 100	1403 1542	G-UKFC	Fokker 100	1446 1613
N109AR	Agusta A109A	1455 1559	N750NS	Citation X	1458 1247(19)
G-RJXI	EMB 145	1550 1632	G-JEDK	DHC-8 400	1603 1710
G-RKJT	PA-46 Malibu	1627 0645(19)	G-RJXG	EMB 145	1648 1738
G-BUVD	Jetstream 31	1651 1727	CS-TPJ	EMB 145	1653 1747
G-MAJM	Jetstream 41	1707 1749	G-CELS	Boeing 737 300	1715 1826
PH-LXH	Fokker 50	1721 1807	G-RJXF	EMB 145	1736 1811
G-BVJA	Fokker 100	1836 1930	EL-COX	Boeing 737	1840 1915
G-JALC	Boeing 757	1903 2027	G-CELV	Boeing 737 300	1924 0655(19)
G-JEDK	DHC-8 400	1927 2008	G-UKFC	Fokker 100	1932 0616(19)
G-RJXG	EMB 145	1945 0719(19)	G-CELV	Boeing 737 300	1951 0751(19)
G-RJXF	EMB 145	2005 0725(19)	G-MAJM	Jetstream 41	2010 0701(19)
G-BUVD	Jetstream 31	2013 0658(19)	EL-WGV	Gulfstream V	2034 2331(21)
G-RJXA	EMB 145	2045 0737(19)	CS-TPJ	EMB 145	2048 0717(19)
EL-CKQ	Boeing 737	2108 2139	G-CELS	Boeing 737 300	2110 1138(19)
G-BVJA	Fokker 100	2150 0727(19)			

19 Tuesday

G-CDUP	Boeing 757	0046 0637	G-JALC	Boeing 757	0542 0833
G-JEDI	DHC-8 400	0816 0856	ES-NOB	Antonov 72	0837 1924
CS-TPJ	EMB 145	0915 1454	G-RJXF	EMB 145	0924 1038
G-MAJM	Jetstream 41	0928 1015	G-UKFC	Fokker 100	0935 1041
EL-CNV	Boeing 737	0942 1025	G-BUVC	Jetstream 31	0945 1457
G-KVIP	King Air 200	0948 1712	G-RJXG	EMB 145	1012 1121
G-CELU	Boeing 737 300	1023 1118	G-BYLM	PA-46 Malibu	1029 1450(25)
G-RJXA	EMB 145	1035 1335	9H-ADH	Boeing 737 300	1044 1143
G-BWDO	Sikorsky S-76B	1101 1216	G-STER	JetRanger	1125 1152
G-MIDH	Airbus 321	1135 1225	G-WNAA	Agusta A109E	1136 1215
G-CELV	Boeing 737 300	1153 1303	LX-PAK	Global Express	1157 1550
G-MAJM	Jetstream 41	1204 1443	HB-ISF	Falcon 2000	1208 1738(20)
F-GIHH	Robinson R-22B	1214 1254	G-CELV	Boeing 737 300	1241 1340
G-VUEA	Citation II	1245 1740	G-RJXF	EMB 145	1314 1755
EL-COB	Boeing 737	1316 1352	G-JEBD	BAe 146 300	1345 1436
G-RJXG	EMB 145	1359 1504	G-UKFC	Fokker 100	1405 1603
EC-HBM	Boeing 737 800	1424 1537	G-RJXB	EMB 145	1432 0714(20)
G-JALC	Boeing 757	1448 1609	G-WNAA	Agusta A109E	1536 1611
G-RJXA	EMB 145	1638 1738	G-BUVC	Jetstream 31	1645 1719

CS-TPJ	EMB 145	1648 1726	G-MAJM	Jetstream 41	1659 1753
G-RJXG	EMB 145	1706 1801	G-IJYS	Jetstream 31	1709 1734
PH-LXP	Fokker 50	1714 1758	G-CELS	Boeing 737 300	1716 0708(21)
G-AVEC	Cessna F172H	1727 0953(20)	G-RKJT	PA-46 Malibu	1731 0727(22)
G-CELU	Boeing 737 300	1742 1841	G-JEDO	DHC-8 400	1816 1910
El-CJC	Boeing 737	1834 1908	G-STER	JetRanger	1835 1859
G-BVJC	Fokker 100	1843 1930	G-CELV	Boeing 737 300	1855 0710(20)
PH-HZW	Boeing 737 800	1857 2030	CS-TPJ	EMB 145	1930 0739(20)
G-UKFI	Fokker 100	1940 0621(10)	G-CELV	Boeing 737 300	1953 0639(20)
G-RJXG	EMB 145	1955 0732(20)	G-BUVC	Jetstream 31	2002 0652(20)
G-MAJM	Jetstream 41	2008 0706(20)	G-RJXF	EMB 145	2040 0720(20)
G-CDUP	Boeing 757	2043 0748(20)	G-RJXA	EMB 145	2047 0741(20)
G-JEDO	DHC-8 400	2055 2129	G-CELU	Boeing 737 300	2124 0702(20)
G-BVJC	Fokker 100	2155 0717(20)	D-CJPG	Lear Jet 35A	2211 2301

20 Wednesday

G-JALC	Boeing 757	0114 0751	G-JEDI	DHC-8 400	0756 0831
ES-NOB	Antonov 72	0813 1839	HB-GPG	King Air 200	0836 1713
G-RJXF	EMB 145	0922 1336	G-UKFI	Fokker 100	0928 1048
G-MAJM	Jetstream 41	0931 1012	CS-TPJ	EMB 145	0939 1053
G-BVJC	Fokker 100	0946 1055	El-CJC	Boeing 737	0949 1027
G-ORJA	King Air B200	0951 1020	G-BYRM	Jetstream 31	0955 1454
G-CELV	Boeing 737 300	1005 1127	G-RJXB	EMB 145	1018 1118
G-BWDO	Sikorsky S-76B	1033 1300	G-RJXG	EMB 145	1036 1446
N741CD	Cirrus SR-22	1043 1637(25)	N80JN	Mitsubishi MU2J	1051 2003
G-BPID	PA-28 Warrior II	1057 1308	G-AVWU	PA-28R Arrow	1123 1547
G-JEBD	BAe 146 300	1129 1217	El-WJN	BAe 125 700B	1150 1651
G-CELU	Boeing 737 300	1159 1304	G-MAJM	Jetstream 41	1203 1429
G-MEAH	PA-28R Arrow	1207 1753	G-CELV	Boeing 737 300	1240 1338
El-CNV	Boeing 737	1321 1354	CS-TPJ	EMB 145	1323 1755
G-UKFI	Fokker 100	1401 1600	G-RJXB	EMB 145	1407 1510
G-BVJC	Fokker 100	1409 1541	G-ORJA	King Air B200	1504 1514
G-DAEX	Falcon 900EX	1531 1704	G-JEDI	DHC-8 400	1613 1708
G-RJXG	EMB 145	1648 1734	G-BYRM	Jetstream 31	1653 1729
G-JALC	Boeing 757	1656 1830	G-RJXF	EMB 145	1658 1743
VP-BMZ	Gulfstream 900	1701 1746	G-MAJM	Jetstream 41	1707 1750
G-CELV	Boeing 737 300	1709 1826	G-RJXB	EMB 145	1716 1807
G-BWDO	Sikorsky S-76B	1721 1800	N147CD	Cirrus SR-20	1726 1805
PH-KVE	Fokker 50	1732 1816	G-BVJC	Fokker 100	1821 1912
El-CKS	Boeing 737	1832 1916	G-CELU	Boeing 737 300	1902 1129(22)
G-JEDI	DHC-8 400	1909 1952	G-RJXG	EMB 145	1930 0724(21)
G-UKFI	Fokker 100	1933 0617(21)	G-MAJM	Jetstream 41	1959 0659(21)
G-RJXB	EMB 145	2001 0712(21)	G-BYRM	Jetstream 31	2004 0654(21)
G-CELV	Boeing 737 300	2016 0630(21)	G-RJXE	EMB 145	2027 0750(21)
CS-TPJ	EMB 145	2035 0720(21)	G-RJXF	EMB 145	2047 0906(21)
G-CDUP	Boeing 757	2055 0622(21)	G-CELV	Boeing 737 300	2113 0652(21)
G-BVJC	Fokker 100	2129 0734(21)			

21 Thursday

G-JALC	Boeing 757	0333 0932	G-JEDI	DHC-8 400	0809 0901
N27MW	B.58 Baron	0853 1602	CS-TPJ	EMB 145	0912 1333
G-MAJM	Jetstream 41	0924 1012	G-UKFI	Fokker 100	0929 1040
G-RJXG	EMB 145	0940 1043	El-COB	Boeing 737	0946 1027
G-BZMG	Robinson R-44	0947 1030	G-BYRM	Jetstream 31	0954 1502
G-CELS	Boeing 737 300	1003 1129	G-BVJC	Fokker 100	1005 1105
G-RJXB	EMB 145	1012 1119	G-OMAC	Cessna FR172E	1021 1517
G-RJXE	EMB 145	1053 1451	G-JEBD	BAe 146 300	1141 1234
G-MAJM	Jetstream 41	1154 1444	G-CELV	Boeing 737 300	1159 1310
ZG993	Islander AL.1	1218 1227	G-CELV	Boeing 737 300	1222 1338

G-OOOY	Boeing 757	1300 1423	G-DHJZ	Airbus 320	1306 1438
El-COX	Boeing 737	1316 1402	G-RJXG	EMB 145	1319 1803
EC-GZE	Airbus 320	1330 1441	G-BZZA	Boeing 737 300	1356 1534
G-UKFI	Fokker 100	1358 1605	G-BXWF	Fokker 100	1407 1538
G-RJXB	EMB 145	1417 1514	G-CLOW	King Air 200	1459 1512
G-JALC	Boeing 757	1553 1814	G-JEDI	DHC-8 400	1619 1714
G-BYRM	Jetstream 31	1640 1721	G-RJXE	EMB 145	1648 1733
PH-KVE	Fokker 50	1708 1805	CS-TPJ	EMB 145	1710 1755
G-RJXB	EMB 145	1712 1800	G-CELS	Boeing 737 300	1715 1833
G-MAJM	Jetstream 41	1718 1750	G-BXWF	Fokker 100	1819 1913
El-CJD	Boeing 737	1831 1909	G-CELV	Boeing 737 300	1846 0705(22)
G-JEDI	DHC-8 400	1916 2002	G-UKFI	Fokker 100	1925 0625(22)
G-RJXE	EMB 145	1938 0722(22)	G-CELX	Boeing 737 300	2007 0736(22)
G-MAJM	Jetstream 41	2009 0708(22)	G-RJXB	EMB 145	2016 0717(22)
G-IJYS	Jetstream 31	2019 2041	G-BUVD	Jetstream 31	2021 0653(22)
G-CDUP	Boeing 757	2024 0645(22)	CS-TPJ	EMB 145	2048 0741(22)
G-RJXG	EMB 145	2050 0714(22)	G-CELS	Boeing 737 300	2111 0712(22)
G-BXWF	Fokker 100	2137 0732(22)			

22 Friday

G-JALC	Boeing 757	0259 0648	C-GAJS	Lear Jet 35A	0702 1139
G-JEDI	DHC-8 400	0758 0837	G-RJXG	EMB 145	0856 1443
G-MAJM	Jetstream 41	0922 1017	G-RJXE	EMB 145	0926 1046
G-UKFI	Fokker 100	0934 1100	El-CKS	Boeing 737	0949 1025
G-BUVC	Jetstream 31	1000 1530	G-RJXB	EMB 145	1003 1131
LZ-HMW	Tupolev 154	1009 1120	G-CELS	Boeing 737 300	1014 1137
G-BXWF	Fokker 100	1019 1123	CS-TPJ	EMB 145	1038 1340
EC-IMA	Airbus 321	1056 1228	N750NS	Citation X	1104 1134
EC-IEN	Boeing 737 800	1115 1240	G-JEBD	BAe 146 300	1125 1224
N671B	B.A36 Bonanza	1126 1326(24)	G-CELV	Boeing 737 300	1144 1304
G-MAJM	Jetstream 41	1201 1449	G-CELX	Boeing 737 300	1234 1334
G-BZMG	Robinson R-44	1304 1349	G-RJXE	EMB 145	1318 1513
El-CNX	Boeing 737	1320 1401	G-DAZY	PA-34 Seneca	1338 1420
G-RJXB	EMB 145	1404 1752	G-BXWF	Fokker 100	1406 1541
G-UKFI	Fokker 100	1414 1609	N900CB	Cessna 421C	1417 0932(6/9)
G-JLCA	PA-34 Seneca	1452 1653	G-PASX	Bolkow 105DBS/4	1551 1851(29)
G-JEDI	DHC-8 400	1605 1723	G-EFPA	Airbus 321	1634 1850
G-RJXG	EMB 145	1640 1735	G-BUVC	Jetstream 31	1711 1745
G-MAJM	Jetstream 41	1713 1755	G-RJXE	EMB 145	1716 1759
G-CELS	Boeing 737 300	1718 1829	G-CELU	Boeing 737 300	1721 0836(23)
PH-KVE	Fokker 50	1724 1824	CS-TPJ	EMB 145	1727 1801
OH-WIN	Falcon 20F5	1732 1758(24)	VP-BMZ	Gulfstream 900	1744 1804
G-HARH	Sikorsky S-76B	1814 1905	G-BXWF	Fokker 100	1819 1914
El-COB	Boeing 737	1844 1924	G-CELV	Boeing 737 300	1911 0651(23)
G-JEDI	DHC-8 400	1918 2025	G-RKJT	PA-46 Malibu	1920 0700(27)
G-RJXG	EMB 145	1929 0737(23)	G-UKFI	Fokker 100	1933 0625(23)
G-RJXE	EMB 145	1958 0719(23)	G-CELX	Boeing 737 300	2011 1303(23)
G-MAJM	Jetstream 41	2015 1501(24)	G-BUVC	Jetstream 31	2019 1458(25)
G-JALC	Boeing 757	2023 2229	G-RJXB	EMB 145	2048 0840(23)
CS-TPJ	EMB 145	2100 0733(23)	G-CELS	Boeing 737 300	2109 0709(23)
El-CJC	Boeing 737	2111 2153	G-BXWF	Fokker 100	2149 0715(23)
EC-HKQ	Boeing 737 800	2226 2344	EC-HZU	Airbus 320	2251 0001(23)
G-CDUP	Boeing 757	2319 0656(23)			

23 Saturday

G-JALC	Boeing 757	0413 0640	XV102	VC-10 C.1K	0729 0848
G-JEDX	DHC-8	0743 0824	G-UKFI	Fokker 100	0936 1040
El-CKS	Boeing 737	0950 1032	G-BXWF	Fokker 100	0954 1053
G-RJXG	EMB 145	1017 1235	G-CELS	Boeing 737 300	1022 1134

G-BIXH	Cessna F152	1150 1216	G-CDUP	Boeing 757	1208 1410
CS-TPJ	EMB 145	1208 1715	G-CELV	Boeing 737 300	1211 1335
G-RJXB	EMB 145	1223 1309	G-JALC	Boeing 757	1232 1352
G-BZZA	Boeing 737 300	1238 1414	G-RJXE	EMB 145	1250 1346
EI-DBC	Airbus 320	1253 1439	EI-CNX	Boeing 737	1322 1359
G-UKFI	Fokker 100	1417 1622	EC-IDA	Boeing 737 800	1434 1607
G-CELU	Boeing 737 300	1512 1706(24)	G-BRYU	DHC-8	1529 1613
D-ECSL	Cessna F172L	1537 1141(24)	G-JEDI	DHC-8 400	1551 1634
N560TH	Citation Excel	1553 1618	G-RJXB	EMB 145	1624 1850
EC-HFT	DC-9 82	1628 1734	G-RJXE	EMB 145	1659 1230(24)
PH-KVE	Fokker 50	1712 1801	EC-IFV	Boeing 737 300	1727 1823
G-CELS	Boeing 737 300	1730 1911	G-CELEX	Boeing 737 300	1856 0730(24)
G-RJXG	EMB 145	1917 0820(24)	G-JALC	Boeing 757	1937 2102
G-CEGP	King Air 200	1940 1028(24)	PH-KZC	Fokker 70	1949 0649(24)
G-CELV	Boeing 737 300	2022 1305(24)	G-BYAI	Boeing 757	2038 2153
G-RJXB	EMB 145	2120 1426(24)	G-RJXH	EMB 145	2124 0747(24)
G-BXWF	Fokker 100	2127 0705(24)	EC-HXT	Boeing 737 400	2206 2310
CS-TPJ	EMB 145	2215 1044(25)			

24 Sunday

G-CELS	Boeing 737 300	0101 1130	G-BYAI	Boeing 757	0342 0618
G-JALC	Boeing 757	0601 0941	CS-DNX	Hawker 800XP	0854 1039
G-BXWF	Fokker 100	0932 1058	G-UKFH	Fokker 100	0946 1047
B-MAQ	Airbus 321	0952 1104	G-JEDX	DHC-8	1014 1054
XV109	VC-10 C.1K	1033 1205	G-BYAI	Boeing 757	1158 1346
G-CELEX	Boeing 737 300	1224 1342	G-UKFK	Fokker 100	1408 1611
EI-CNZ	Boeing 737	1423 1459	G-IANW	Ecureuil	1427 1502
G-RJXI	EMB 145	1436 1756	G-RJXG	EMB 145	1451 0747(25)
G-JALC	Boeing 757	1603 1718	G-JEDI	DHC-8 400	1609 1715
G-MAJM	Jetstream 41	1650 1743	G-BUVD	Jetstream 31	1653 1739
G-RJXB	EMB 145	1657 1750	G-CELS	Boeing 737 300	1717 1825
PH-KVE	Fokker 50	1723 1808	EI-CJI	Boeing 737	1830 1901
G-OLCP	Twin Squirrel	1837 1506(27)	G-MIDU	Airbus 320	1854 1958
G-CELV	Boeing 737 300	1904 0700(25)	G-JEDI	DHC-8 400	1908 1952
G-UKFK	Fokker 100	1942 0622(25)	G-CELEX	Boeing 737 300	2003 0633(25)
G-MAJM	Jetstream 41	2010 1024(25)	G-RJXI	EMB 145	2040 1124(25)
G-RJXB	EMB 145	2057 1119(25)	EI-CNT	Boeing 737	2105 2155
G-CELS	Boeing 737 300	2120 0707(25)	G-CELU	Boeing 737 300	2203 1115(26)
G-JALC	Boeing 757	2216 0827(25)	G-BYAI	Boeing 757	2252 0752(25)

25 Monday

LZ-BHA	Airbus 320	0742 0853	G-JEDI	DHC-8 400	0745 0830
G-UKFK	Fokker 100	0931 1047	EI-CJC	Boeing 737	0946 1020
G-BVJA	Fokker 100	1002 1103	G-JAJK	PA-31 Navajo	1005 1931
G-LIDE	PA-31 Navajo	1009 1937	G-CELS	Boeing 737 300	1039 1131
G-RJXG	EMB 145	1128 1342	G-JEBD	BAe 146 300	1138 1230
G-CELV	Boeing 737 300	1151 1300	G-MAJM	Jetstream 41	1204 1439
G-CELEX	Boeing 737 300	1227 1339	EI-CNX	Boeing 737	1322 1356
CS-TPJ	EMB 145	1325 0725(26)	G-BYAI	Boeing 757	1336 1614
G-RJXB	EMB 145	1350 1447	G-BVJA	Fokker 100	1354 1536
G-RJXI	EMB 145	1404 0718(26)	G-UKFK	Fokker 100	1406 1600
G-JIVE	Hughes 369E	1515 1543	G-BWWT	Dornier 328	1555 1639
G-RJXB	EMB 145	1642 0708(26)	G-BUVC	Jetstream 31	1646 1721
G-RJXG	EMB 145	1648 1742	G-MAJM	Jetstream 41	1655 0702(26)
G-CELS	Boeing 737 300	1659 1824	PH-KVE	Fokker 50	1705 1743
G-JEDI	DHC-8 400	1711 1852	D-CIFA	Citation II	1807 1835
G-BVJA	Fokker 100	1825 0714(26)	EI-CNV	Boeing 737	1836 1909
G-JALC	Boeing 757	1847 2022	G-CELV	Boeing 737 300	1849 0655(26)
G-UKFK	Fokker 100	1934 0617(26)	G-BUVC	Jetstream 31	1955 0658(26)

G-CELX	Boeing 737 300	1958 0738(26)	G-RJXG	EMB 145	2059 0735(26)
G-JEDI	DHC-8 400	2102 2219	El-CNT	Boeing 737	2111 2154
G-CELS	Boeing 737 300	2117 0711(26)			
26 Tuesday					
G-BYAI	Boeing 757	0120 0634	G-JALC	Boeing 757	0519 0832
G-PUSI	Cessna T303	0846 0851	G-JEDI	DHC-8 400	0858 0935
G-RJXI	EMB 145	0927 1112	G-MAJM	Jetstream 41	0931 1014
N48HB	PA-32	0934 1538	CS-TPJ	EMB 145	0936 1048
G-UKFM	Fokker 100	0939 1035	G-KDMA	Citation Encore	0949 1307(31)
G-BVJA	Fokker 100	0951 1058	G-BUVC	Jetstream 31	0959 1455
El-CNV	Boeing 737	1010 1050	G-CELS	Boeing 737 300	1017 1124
G-RJXB	EMB 145	1031 1133	9H-ADN	Boeing 737 300	1042 1141
G-RJXG	EMB 145	1046 1337	G-JEAM	BAe 146 300	1149 1240
G-CELV	Boeing 737 300	1154 1300	G-MAJM	Jetstream 41	1200 1445
G-CELX	Boeing 737 300	1225 1334	El-CNZ	Boeing 737	1313 1346
CS-TPJ	EMB 145	1331 1450	G-BVJA	Fokker 100	1348 1540
G-UKFM	Fokker 100	1402 1602	G-RJXI	EMB 145	1425 1748
G-RJXB	EMB 145	1432 1524	EC-HBM	Boeing 737 800	1441 1558
G-JALC	Boeing 757	1447 1609	G-JEDI	DHC-8 400	1616 1706
G-BUVC	Jetstream 31	1633 1715	G-RJXG	EMB 145	1653 1741
G-MAJM	Jetstream 41	1703 1744	PH-KVE	Fokker 50	1709 1802
G-CELS	Boeing 737 300	1713 1825	CS-TPJ	EMB 145	1720 1752
G-RJXB	EMB 145	1723 1812	G-CELU	Boeing 737 300	1725 0706(27)
G-BVJA	Fokker 100	1810 1920	G-CELV	Boeing 737 300	1849 0703(27)
PH-HZE	Boeing 737 800	1856 2031	El-CJF	Boeing 737	1859 1933
G-JEDI	DHC-8 400	1918 1957	G-UKFM	Fokker 100	1937 0615(27)
LZ-BRC	Antonov 12BP	1946 2100	CS-TPJ	EMB 145	1950 0715(27)
G-MAJM	Jetstream 41	1955 0657(27)	G-BYRM	Jetstream 31	1959 0652(27)
G-CELX	Boeing 737 300	2003 0635(27)	G-RJXB	EMB 145	2019 0728(27)
G-RJXG	EMB 145	2044 0720(28)	G-RJXI	EMB 145	2046 0711(27)
G-BYAI	Boeing 757	2049 0744(27)	G-CELS	Boeing 737 300	2118 1841(28)
G-BWWT	Dornier 328	2129 2330	G-BVJA	Fokker 100	2149 0719(27)
27 Wednesday					
G-JALC	Boeing 757	0132 0806	G-RJXE	EMB 145	0720 0759
G-JEDI	DHC-8 400	0752 0835	CS-TPJ	EMB 145	0910 1805
G-MAJM	Jetstream 41	0920 1013	G-RJXB	EMB 145	0939 1101
G-UKFM	Fokker 100	0942 1051	G-BYRA	Jetstream 31	0946 1454
El-CNV	Boeing 737	0950 1034	G-BVJA	Fokker 100	0956 1057
G-RJXI	EMB 145	1009 1114	G-CELU	Boeing 737 300	1024 1127
G-RJXE	EMB 145	1046 1337	D-IAGA	Cessna 441	1146 1254
G-UKHP	BAe 146 300	1153 1241	G-MAJM	Jetstream 41	1155 1435
G-CELV	Boeing 737 300	1201 1300	G-PFCL	Cessna 172S	1206 1709
G-CELX	Boeing 737 300	1227 1334	G-RJXB	EMB 145	1324 1444
El-COX	Boeing 737	1327 1403	G-RJXI	EMB 145	1358 1458
G-BVJA	Fokker 100	1401 1534	G-UKFM	Fokker 100	1407 1609
G-RKJT	PA-46 Malibu	1438 0825(3/9)	G-JEDI	DHC-8 400	1606 1705
G-BYRA	Jetstream 31	1628 1719	G-RJXB	EMB 145	1642 1736
G-RJXE	EMB 145	1651 1745	G-MAJM	Jetstream 41	1653 1741
G-JALC	Boeing 757	1702 1840	G-CELU	Boeing 737 300	1707 1837
PH-KVE	Fokker 50	1714 1808	G-RJXI	EMB 145	1717 1813
G-BVJA	Fokker 100	1812 1915	El-CNT	Boeing 737	1833 1912
G-CELV	Boeing 737 300	1850 0706(28)	G-JEDI	DHC-8 400	1910 1949
G-RJXB	EMB 145	1934 0708(28)	G-UKFM	Fokker 100	1939 0619(28)
G-BYRA	Jetstream 31	1950 0657(28)	G-CELX	Boeing 737 300	1956 0632(28)
G-RJXI	EMB 145	1958 0727(28)	G-MAJM	Jetstream 41	2007 0656(28)
CS-TPJ	EMB 145	?? ?? 1455(28)	G-BYAI	Boeing 757	2056 0625(28)
G-RJXE	EMB 145	2106 0711(28)	G-CELU	Boeing 737 300	2120 0700(28)

G-BVJA	Fokker 100	2154	0730(28)				
28 Thursday							
G-JALC	Boeing 757	0334	0948	G-JEDI	DHC-8 400	0746	0830
G-RJXE	EMB 145	0915	1546	G-MAJM	Jetstream 41	0922	1006
G-RJXG	EMB 145	0925	1041	El-CJG	Boeing 737	0946	1024
G-BUVC	Jetstream 31	0951	1457	G-RJXB	EMB 145	1004	1112
G-CELV	Boeing 737 300	1013	1126	G-BVJA	Fokker 100	1016	1101
G-RJXI	EMB 145	1036	1347	PH-KVK	Fokker 50	1104	1152
G-UKHP	BAe 146 300	1131	1220	G-BXXT	B.76 Duchess	1139	1639
G-CELU	Boeing 737 300	1148	1301	G-MAJM	Jetstream 41	1159	1355
G-CELX	Boeing 737 300	1229	1335	G-OOOD	Boeing 757	1253	1418
G-MAJF	Jetstream 41	1308	1443	G-DHJZ	Airbus 320	1312	1430
G-RJXG	EMB 145	1315	1759	EC-HZU	Airbus 320	1318	1502
El-CNV	Boeing 737	1330	1421	G-BVJA	Fokker 100	1346	1540
G-RJXB	EMB 145	1350	0732(29)	G-BZZA	Boeing 737 300	1415	1532
PH-OFC	Fokker 100	1509	1558	G-HOLY	Gardan ST-10	1515	1638
G-JALC	Boeing 757	1602	1834	G-JEDI	DHC-8 400	1611	1708
N79EL	Beechjet 400A	1644	1654	CS-TPJ	EMB 145	1646	1733
G-RJXI	EMB 145	1648	1805	G-BUVC	Jetstream 31	1652	1723
G-MAJF	Jetstream 41	1710	1746	PH-KVE	Fokker 50	1726	1813
G-RJXE	EMB 145	1737	1808	G-BVJA	Fokker 100	1824	1915
El-CJF	Boeing 737	1835	1912	G-CELV	Boeing 737 300	1843	0649(29)
G-CELU	Boeing 737 300	1845	0716(29)	G-JEDI	DHC-8 400	1910	1956
PH-OFC	Fokker 100	1936	0620(29)	CS-TPJ	EMB 145	1941	0847(30)
G-CELX	Boeing 737 300	2000	0730(29)	G-MAJF	Jetstream 41	2002	0700(29)
G-RJXE	EMB 145	2007	0719(29)	G-BYRM	Jetstream 31	2013	0652(29)
G-IJYS	Jetstream 31	2029	1147(29)	G-RJXG	EMB 145	2051	0811(29)
G-RJXI	EMB 145	2053	0722(29)	G-CELS	Boeing 737 300	2121	1133(29)
G-BVJA	Fokker 100	2156	0741(29)	G-BYAI	Boeing 757	2204	0628(29)
29 Friday							
G-JALC	Boeing 757	0324	0656	G-JEDI	DHC-8 400	0756	0836
G-MAJF	Jetstream 41	0923	1006	G-RJXE	EMB 145	0926	1449
G-RJXI	EMB 145	0928	1024	PH-OFC	Fokker 100	0943	1041
G-BYRM	Jetstream 31	0956	1451	LZ-BHA	Airbus 320	0959	1127
El-CNT	Boeing 737	1001	1035	N671B	A.36 Bonanza	1003	1942(30)
G-BVJA	Fokker 100	1013	1106	G-CELU	Boeing 737 300	1016	1122
G-RJXB	EMB 145	1048	1136	EC-IMA	Airbus 321	1055	1230
EC-HHG	Boeing 737 800	1119	1250	G-PUSI	Cessna T303	1125	1132
G-JEBE	BAe 145 300	1128	1224	G-BWFFN	TB-20 Trinidad	1203	1738(31)
G-MAJF	Jetstream 41	1205	1437	G-CELV	Boeing 737 300	1208	1317
G-RJXG	EMB 145	1227	1333	XZ190	Lynx AH.7	1235	1258
G-CELX	Boeing 737 300	1243	1344	El-CJF	Boeing 737	1311	1346
G-RJXI	EMB 145	1314	1750	G-BVJA	Fokker 100	1358	1543
G-UKFM	Fokker 100	1412	1604	G-RJXB	EMB 145	1421	1510
G-BYLM	PA-46 Malibu	1432	1527	D-CIFA	Citation II	1443	1501
G-JEDI	DHC-8 400	1602	1706	G-EFPA	Airbus 321	1632	1850
G-BYRM	Jetstream 31	1635	1716	G-RJXE	EMB 145	1644	1728
G-MAJF	Jetstream 41	1658	1746	G-RJXG	EMB 145	1707	1755
G-RJXB	EMB 145	1709	1804	PH-KVE	Fokker 50	1713	1806
G-CELS	Boeing 737 300	1736	0718(30)	G-CELU	Boeing 737 300	1747	1913
G-BVJA	Fokker 100	1820	1915	El-COX	Boeing 737	1833	1908
N125GP	Lear Jet 31A	1900	1016(30)	G-CELV	Boeing 737 300	1906	0658(30)
G-JEDI	DHC-8 400	1910	1956	G-UKFM	Fokker 100	1936	0620(30)
G-RJXE	EMB 145	1944	1409(30)	G-BYRM	Jetstream 31	1959	0712(1/9)
G-CELX	Boeing 737 300	2007	1312(30)	G-MAJF	Jetstream 41	2010	1508(31)
G-RJXB	EMB 145	2013	0843(30)	G-RJXI	EMB 145	2941	0832(30)
G-RJXG	EMB 145	2049	0736(30)	El-CNV	Boeing 737	2142	2218

G-BVJA	Fokker 100	2157 0725(30)	G-CELU	Boeing 737 300	2210 0835(30)
G-JALC	Boeing 757	2213 2317	EC-HJQ	Boeing 737 800	2242 2353
EC-GZD	Airbus 320	2248 0005(30)	G-BYAI	Boeing 757	2255 0706(30)
30 Saturday					
G-JALC	Boeing 757	0455 0640	G-JEDX	DHC-8	0743 0815
G-UKFM	Fokker 100	0940 1104	EI-CNT	Boeing 737	0947 1024
G-BVJB	Fokker 100	0949 1054	G-RJXG	EMB 145	1013 1146
G-CELS	Boeing 737 300	1017 1130	OY-LJF	Lear Jet 60	1150 1744
G-RJXB	EMB 145	1153 1231	G-BYAI	Boeing 757	1210 1413
G-CELV	Boeing 737 300	1214 1357	G-JIVE	Hughes 369E	1215 1248
EI-DBC	Airbus 320	1241 1424	G-JALC	Boeing 757	1246 1430
G-BZZA	Boeing 737 300	1251 1434	EC-CJC	Boeing 737	1317 1406
G-RJXI	EMB 145	1403 1454	CS-TPJ	EMB 145	1410 1133(31)
CS-DNU	Hawker 800XP	1420 1630	EC-III	Boeing 737 800	1436 1556
G-RJXG	EMB 145	1501 1536	G-UKFN	Fokker 100	1510 1632
G-CELU	Boeing 737 300	1518 1712(31)	G-BRYU	DHC-8	1537 1620
G-HMMV	CitationJet	1553 1701	G-JEAS	BAe 146 200	1606 1645
EC-GVO	DC-9 82	1612 1711	EC-IFV	Boeing 737 300	1643 1758
G-CELS	Boeing 737 300	1725 1913	PH-KVE	Fokker 50	1731 1820
G-RJXI	EMB 145	1735 0738(31)	G-JEAS	BAe 146 200	1842 1905
G-CELV	Boeing 737 300	1903 0734(31)	G-RJXE	EMB 145	1911 1101(31)
G-RJXB	EMB 145	1915 1222(31)	G-UKFN	Fokker 100	1939 0614(31)
G-CELV	Boeing 737 300	2003 1304(31)	G-JALC	Boeing 757	2014 2133
G-BYAI	Boeing 757	2035 2230	G-BVJB	Fokker 100	2112 0703(31)
EC-HXT	Boeing 737 400	2129 2300	G-RJXG	EMB 145	2134 1200(1/9)

31 Sunday					
G-CELS	Boeing 737 300	0053 1137	G-BYAI	Boeing 757	0400 0608
G-JALC	Boeing 757	0630 0811	G-UKFN	Fokker 100	0933 1045
B-MAQ	Airbus 321	0944 1113	G-BVJB	Fokker 100	0947 1110
XR808	VC-10 C.1K	0954 1149	G-JEDC	DHC-8	1016 1103
G-PROB	Ecureuil	1028 1054	G-HPAD	JetRanger	1111 1229
N750NS	Citation X	1134 1204	G-BYAI	Boeing 757	1201 1352
G-PROB	Ecureuil	1225 1336	G-CELV	Boeing 737 300	1245 1343
EC-CNY	Boeing 737	1320 1359	G-RJXE	EMB 145	1356 1439
G-UKFN	Fokker 100	1410 1603	G-MAJG	Jetstream 41	1441 1546
G-RJXI	EMB 145	1445 1525	G-JALC	Boeing 757	1456 1622
CS-TPJ	EMB 145	1458 1540	G-RJXB	EMB 145	1502 0759(01)
G-ATJG	PA-28 Cherokee	1512 1351(01)	N750NS	Citation X	1556 1728
D-CITY	Lear Jet 35A	1605 1646	G-JEDJ	DHC-8 400	1610 1706
G-MAJF	Jetstream 41	1650 1805	G-BUVD	Jetstream 31	1656 1743
G-RJXE	EMB 145	1709 1748	G-CELS	Boeing 737 300	1720 1832
G-RJXI	EMB 145	1723 1802	PH-KVE	Fokker 50	1725 1809
G-PWER	Agusta A109E	1735 1806	G-BHUJ	Cessna 172N	1757 1836
EC-CNW	Boeing 737	1841 1913	EC-HVV	Falcon 100	1847 1937
G-CELV	Boeing 737 300	1858 1128(02)	G-PROB	Ecureuil	1901 1935
G-MIDL	Airbus 321	1916 2017	G-JEDJ	DHC-8 400	1918 1959
G-UKFN	Fokker 100	1950 0633(01)	G-MAJF	Jetstream 41	2008 0719(01)
G-CELV	Boeing 737 300	2013 0630(01)	CS-TPJ	EMB 145	2038 0709(01)
G-RJXI	EMB 145	2050 0717(01)	G-RJXE	EMB 145	2103 0729(01)
G-CELS	Boeing 737 300	2110 0745(01)	G-JALC	Boeing 757	2119 0825(01)
G-BVJD	Fokker 100	2143 0732(01)	EC-CJF	Boeing 737	2145 2215
G-CELU	Boeing 737 300	2218 0702(01)	G-BYAI	Boeing 757	2258 0754(01)

From and To;

02) CS-DNM/Farnboro-n/s-Palma; OE-LCQ/Innsbruck-Edinburgh; 03) D-CFUX/Bourgass-Karlsruhe; N68CG/Turin-Bangor; 05) D-CCAA/Corfu-Karlsruhe; 06) N2683Y/Palma-n/s-Klagenfurt; 07) VP-CED/Hawarden-Luton; 08) D-IDBU/St Petersburg-Siegen; CS-DHA/Nice-Farnboro; CS-DFM/Edinburgh-n/s-Palma; N132CK/

Weston-n/s+; N2688M/Inverness-n/s-Cranfield: 09) N766AM/Coventry-???; 10) CS-DNJ/Palma-Biggin Hill; CS-DFO/Palma-n/s-Lisbon: 12) CS-DFD/Genoa-Le Bourget; N79EL/EMA-Blackbushe; 15) N55EN/???-n/s-Elstree: 16) N79EL/EMA-Cannes; OE-GPS/Lamezia (Terme)-Innsbruck; N900CB/Guernsey-Manchester and Manchester-n/s-Antwerp: 18) OH-FIX/Geneva-Olbia; PH-FAC/F and T Hoeven (Seppe); N750NS/F-n/s-T Jersey; N109AR/???-???; EI-WGV/F-n/s-T Shannon: 19) ES-NOB/F and T Shannon; LX-PAK/Deauville-Le Bourget; HB-ISF/F-n/s-T Nice; F-GIHH/???-???; D-CJPG/Cologne-Gatwick: 20) ES-NOB/F and T Shannon; HB-GPG/???-???; N741CD/F-n/s-T Cambridge; N80JN/Waterford-Weston; EI-WJN/F and T Shannon; VP-BMZ/???-Fairoaks; N147CD/???-Blackbushe: 21) N27MW/F and T Tatenhill: 22) C-GAJS/Keflavik-Dortmund; N750NS/F and T Jersey; N671B/F-n/s-T Isle of Man; N900CB/Antwerp-n/s-Guernsey; OH-WIN/F-n/s-T Helsinki; VP-BMZ/Fairoaks-???; 23) D-ECSL/Southend-n/s-???; N560TH/Blackpool-Nice: 24) CS-DNX/Farnboro-Palma: 25) D-CIFA/Manchester-Saint Mawgan: 26) N48HB/???-???; LZ-BRC/Ostend-Graz: 27) D-IGA/F and T Paderborn: 28) N79EL/Cannes-EMA: 29) N671B/F-n/s-T Isle of Man; N125GP/Leipzig-n/s-Dublin; D-CIFA/Saint Mawgan-Manchester: 30) OY-LJF/F and T Jersey; CS-DNU/F and T Luton: 31) N750NS/Berne-Jersey; D-CITY/Olbia-Reykjavik:

Overshoots

01) ZH892/Vortex578; XX494/CWL78; XX497/CWL76; XX495/CWL71; XX491/CWL60: 04) XX845/COLT18; XX500/CWL68; G-OBLC: 05) XX500/CWL62; XX491/CWL72; G-BAVZ/Raven88T; G-BXXT; G-YPOL/Police42: 06) G-BAXY: 07) G-BXXT: 08) ZF491/LOP41; XX482/CWL76: 13) G-OBLC; XX491/CWL70: 14) ZF161/LOP58Y; XX495/CWL66; G-OBLC: 15) XX491/CWL66: 18) XX150/COLT90; XX496/CWL62: 19) XX491/CWL79: 20) XX139/COLT90; XX496/CWL70: 21) XX491/CWL72; XX841/COLT89; G-BXXT: 22) ???/COLT65: 28) G-BAVZ/Raven88T: 29) G-BAVZ/Raven88T:

LBA Movements review, August 2003

Another extremely busy month but the first foreigner waited until the 2nd when Hawker 800XP CS-DNM night stopped from Farnboro to Palma as "Skyshare 807P-7807" and the Tyrolean CL600RJ OE-LCQ operated from Innsbruck to Edinburgh using the callsign "Austrian 2355". On the 3rd the Lear Jet 55 D-CFUX was calling itself "Ambulance 654" when it flew from Bourgas to Karlsruhe whilst the Falcon 900EX N68CG of Corning Glass was from Turin to Bangor. Another ambulance flight on the 5th was Lear Jet 35A D-CCAA as "Ambulance 665" from Corfu to Karlsruhe. Doing a night stop on the 6th was the Cessna 421C N2683Y from Palma to Klagenfurt. Noted on the 7th was the Citation Bravo VP-CED from its base at Hawarden to Luton.

D-IDBU on the 8th was a Cheyenne IIIA and it was from Saint Petersburg to Siegen in Germany, two Netjet aircraft that day were Citation Bravo CS-DHA as "Skyshare 0580-563P" from Nice to Farnboro and the night stopping Citation Excel CS-DFM as "Skyshare 103P-9901" from Edinburgh to Palma and further visitors were a couple of night stopping Cessna's in the forms of Cessna 421A N132CK from Weston (which was still present at the end of the month) and Cessna 414A N2688M from Inverness to Cranfield. Twin Squirrel N766AM on the 9th arrived from Coventry but we have no destination for it. More Netjets on the 10th when the Hawker 800XP CS-DNJ was from Palma to Biggin Hill as "Skyshare 7808-808P" and Citation Excel CS-DFO made its first visit and night stopped from Palma to Lisbon as "Skyshare 9902-772P". Falcon 2000 CS-DF of Netjets on the 12th was from Genoa to Le Bourget using the callsign "Skyshare 5159-009P" and the same day saw Beechjet 400A N79EL from its base at EMA to Blackbushe.

Night stopping on the 15th was the Beech 95 B55C Baron N55EN on its way home to Elstree. Beechjet 400A N79EL was back on the 16th from EMA to Cannes and it was joined by the Citation Bravo OE-GPS from Lamezia/Terme in Italy to Innsbruck as "TYW 862-3" plus the Cessna 421C N900CB which was from Guernsey to Manchester and back from Manchester for a night stop before going to Antwerp. On the 18th the Falcon 2000 OH-FIX of Merprint was using the callsign "FIX 31" from Geneva to Olbia and the Citation X N750NS was "Beauport 6NS" from n/s to Jersey, a further callsign that day was "Emerald 05" which was the Gulfstream 5 EI-WGV on a night stop from and to Shannon. Others on the 18th were Seneca PH-FAC from and to the quaintly named Hoeven/Seppe in Holland and the Agusta 109A N109AR thought to be based at Liskeard in Cornwall. Bringing in horses from and to Shannon on the 19th was the Antonov 72 ES-NOB using the callsign "Enimex 9086-7", bringing in the spectators to watch the horses in York were a number of biz-jets. The first was the Global Express LX-PAK (believed to belong to the Agah Khan) from Deauville to Le Bourget, then there was the Falcon 2000 HB-ISF night stopping from and to Nice and the Lear Jet 35A

D-CJPG from Cologne to Gatwick using the callsign "QAJ 600". Also noted that day we had the Robinson R-22 F-GIHH from and to points not known.

The Antonov 72 ES-NOB was back on the 20th from and to the same place and using the same callsign, others that day were King Air 200 HB-GPG, Mitsubishi MU2 N80JN from Waterford to Weston, VP-BMZ (which is now called a Gulfstream 900 but began life as a Rockwell 690D Turbo Commander) was from nowhere in particular but went to Fairoaks and the BAe 125 700B EI-WJN was from and to Shannon as "Emerald 02". Two aircraft which could have caused confusion on the 20th were the Cirrus SR-22 N741CD which was from and to Cambridge with a night stop and the very similarly registered Cirrus SR-20 N147CD which was from points unknown to Blackbushe. Sole foreigner noted on the 21st was the Beech 58 Baron N27MW from and to Tatenhill. Lear Jet 35A C-GAJS on the 22nd was from Keflavik to Dortmund and the Citation X N750NS did its usual run from and to Jersey as "Beauport 6NS", Falcon 20F5 OH-WIN night stopped from and to Helsinki as "JEF 232-244" also night stopping was the Beech A36 Bonanza N671B from and to the Isle of Man. Finally that day we had the Gulfstream 900 VB-BMZ again arriving from Fairoaks and the Cessna 421C N900CB in from Antwerp and night stopping before departing for its home in Guernsey on the 6th of September.

One of our rare small foreign visitors on the 23rd was the Cessna F172L D-ECSL which night stopped inbound from Southend and was joined by the Citation Excel N560TH which was from Blackpool to Nice. Netjets returned on the 23rd with their Hawker 800XP CS-DNX from Farnboro to Palma as "Skyshare 204P-2204" and on the 25 the Citation II D-CIFA was from Manchester to Saint Mawgan. The 26th saw yet another little visitor in the shape of PA-32 N48HB sneaking in and out without a from and to being recorded and overshadowing it was the Antonov 12BP LZ-BRC of a firm called Bright Aviation Services which was from Ostend to Graz as "BRW 200F-200". Cessna 441 Conquest D-AGA on the 27th was using the callsign "EBF 527" on a flight from and to Paderborn, the prefix "EBF" denotes it is operated on behalf of MSR Flug Charter. The 28th was quiet with just the Beechjet 400A N79EL coming in from Cannes on its way back to its home at EMA. Citation II D-CIFA was back on the 29th doing the reverse of its trip on the 25th, from Saint Mawgan back to Manchester, and two night stoppers were Bonanza N671B from and to the Isle of Man and Lear Jet 31A N125GP from Leipzig to Dublin.

More from Netjets on the 30th with the Hawker 800XP CS-DNU from and to Luton for crew training using callsign "Skyshare 680P-684P", the same day saw the Lear Jet 60 OY-LJF using the rather more frightening callsign "Vampire 230" from and to Jersey. Finally on the 31st we had the Citation X N750NS from Berne to Jersey on its usual callsign of "Beauport 6NS" and Lear Jet 35A D-CITY of Senator Aviation Charter from Olbia to Reykjavik as "SNA 202". On the military side we started on the 3rd with the RAF Hercules XV304 from and to Brize Norton as "Ascot5154". The 7th saw the USAF C-21A 40081 from Maastricht to Lakenheath as "Bursar 63". Two Puma's on the 10th were XW222 and ZE449 as "Twister" from Benson to Edinburgh. A couple of Gazelles next with XZ311 as "Army 315" on the 14th and XZ324 departing to Leuchars as "Army 503" on the 15th. On the 21st the Islander ZG993 was from Dishforth to Liverpool as "Army 553". Three VC-10's this month, on the 23rd XV102 was "Ascot 2130" from Basra to Brize Norton, on the 24th VX109 was "Ascot 2212-2213" on a flight the other way from Brize Norton to Paderborn then on the 31st XR808 was "Ascot 2242" from Basra to Brize Norton. In between the Lynx XZ190 was "Armt 755" when it came in from Dishforth on the 29th.

Air 2000's Boeing 757 G-OOOK was on its first visit to LBA on the 7th. Channel's Boeing 737 TF-ELP was from Stansted to Dublin on the 8th transporting the Leeds United football team. Another first visit was the EMB 145 PH-RXC of Air Excel on the 9th. Airtours Boeing 757 G-ZAPU was on a first visit on the 10th and on the same day the Leeds United team came back from Dublin in Boeing 737 G-CELV of JET 2. Another first visit was the new DHC-8 400 G-JEDO of Jersey on the 19th which was followed by the Falcon 900EX G-DAEX on a first visit on the 20th. The only re-registered KLM Fokker 50 noted this month was PH-OFC on the 28th which is ex G-UKFC.

Terry Sykes



HELICOPTER ACTIVITY – AUGUST

01	G-UTZY	GAZELLE	Pocklington-Sherburn (refuel)
	G-BTFX	JET RANGER	Walton Wood-Harrogate-Bristol
03	N555GS	A. 109A	Chorley-Malton
	EI-OBJ	R.22B	Wetherby (n/s) - Blackpool
	G-VEIT	R.44	Wombledon-Sherburn
	ZJ266	SQUIRREL	"Shawbury 45" Roundhay Park
04	N9208V	MD.900	Hexham-Wakefield
	N109VF	A. 109	Stapleford-Sheffield-Rochdale
	G-SHAA	ENSTROM 280	Devonshire Arms
05	G-WYPA	BO.105	} "Helimed 63A Formation"
	G-NAAS	TWIN SQUIRREL	} St James' Hospital-Carr Gate (refuel)
06	G-BZIN	R.44	Lake District-Doncaster
	G-JETU	TWIN SQUIRREL	York-Windermere
	G-BZGO	R.44	Blackpool-Skipton
	G-HANY	JET RANGER	Rotherham-Harewood
07	N600MG	MD.600	Stainsby Hall-Rudding Park
08	N62171	HILLER UH.12	Brighton-Sherburn
09	G-BZIP	BENSEN B8MR	Field near Doncaster-Wickenby
10	G-PKPK	SCHWEIZER 269C	Louth-Sandtoft
11	G-BODZ	R.22	Grantham-Gamston
	G-CBGZ	GAZELLE	Wetherby-Humberside
12	G-BXUF	JET RANGER	Site near Scotch Corner
13	G-EWAW	JET RANGER	Walton Wood-Skegness
	G-CBAK	R.44	Wolverhampton-Hexham-Bagby
	G-JETZ	HUGHES 369	Banbury-Sheffield
	G-BXYD	EC.120	Croft-Clitheroe
16	G-BDKD	ENSTROM F.28	Devonshire Arms
17	G-SCOI	A. 109A	"Kingsmore 01" Chester-Sheffield
	G-BZYB	GAZELLE	Burn Bridge-Devonshire Arms
	G-ZBED	R.22B	Sherburn-Adwalton (Wakefield)
18	G-XMEN	SQUIRREL	Wycombe Air Park-York
	G-BROX	R.22B	Finningley Airfield
19	G-SMDJ	SQUIRREL	Helmsley-Bangor
	N621MM	A. 109A	Helmsley-Wolverhampton
	G-GLIB	R.44	Ripon-Rutland
	G-BXYD	EC.120	Blackberry Farm (Teesside) - Clayton West
	G-LNAA	MD.900	"Helimed 29A" Boston-St James' Hospital
20	G-TGRA	A. 109A	Battersea-Gunnerside
	G-BZMG	R.44	Sutton Bank-Devonshire Arms
21	N430CE	BELL 430	Wigan-Sheffield-Scarborough
23	G-HARH	S.76B	Bramham Park (dep.00.30) - Luton
	G-HRPN	R.44	Linton on Ouse-Devonshire Arms
	G-KNYT	R.44	Cranfield-Gamston (weather diversion)
	G-DAVG	R.44	Inverness-Gamston (refuel)
	G-HSLB	JET RANGER	Scunthorpe-Sandtoft (York 24/8)
24	HA-LFZ	ALOUETTE 2	Garforth-Templenewsam-Barnsley
	D-HAFN	JET RANGER	Bagby-Nun Monkton-Beckwithshaw
25	G-HRHE	R.22B	Wick-Summerbridge

27	G-HELE	JET RANGER	Dundee-Gamston (refuel)
	G-BZTA	R.44	How Steen Gorge, Patley Bridge
	G-YPOL	MD.900	"Police 42" Harewood House
28	G-MOMO	A.109A	Doncaster-Battersea
29	G-STER	JET RANGER	Scarborough-Devonshire Arms
	XZ190	LYNX	"Armyair 755" LBA-Devonshire Arms
	G-JERL	A109	Clitheroe-Wycombe Air Park
30	G-TOYZ	JET RANGER	Sheffield-Crowle-Hull
	F-GFDG	GAZELLE	Blackpool-site n/e Ripon
	N430CE	BELL 430	Wigan-Rotherham
31	G-BPLZ	HUGHES 369HS	Wolverhampton-Gamston
	G-PROB	SQUIRREL	LBA-Harrogate-Ullswater-Eldwick
	G-PWER	A.109E	Devonshire Arms (stay 2 days)

The R.22 G-BROX first noted 18/6 appears to be a new resident in the area and has been noted regularly in the Funningley area. Also new is Alouette HA-LFZ which lives near Garforth. Jet Ranger G-HSLB is also very active in the area including training at Sandtoft but its home is yet unknown.

Two functions in the area attracted numerous visitors. Firstly the Game Fair at Harewood House where ground ops. were by Helijet from Coney Park. Their Bell 222 N800HL was there all three days whilst Jet Ranger G-RAMI and R.22 G-BOYC made numerous trips f/t Coney Park. Various Jet Rangers were used for pleasure flights. Visitors: 1/8 A.109 N745HA (f/t Stoke); Long Rangers G-LEEZ, G-RCOM; Hughes 269 G-BWNJ, G-PKPK; R.22 G-CHIS; R.44 G-BZMG; Squirrel G-PROB; Jet Rangers G-PEAK, G-HMPT plus "Costock 30"; 2/8 R.44 G-CBFJ ("Scotia 44"); R.44 G-OMEL, G-MAMK; Jet Rangers G-HMPT, G-CVIP, G-XXIV, G-STER; 3/8 Squirrel G-FIBS; Jet Rangers G-BTFX, G-HMPT, G-BSBW; Twin Squirrel G-PASH plus "Heli-exel 01". C.206 G-ASVN made a para drop on 2/8 also PA.18 G-NNAC was banner towing overhead.

The Ebor meeting at York attracted the following: 19/8 Alouette HA-LFZ, S76's G-BWDO, G-BWZI; Gazelle G-ZZEL; Jet Ranger G-STER; Twin Squirrels "Starspeed 15" and "Omega 10"; A.109 "Sloane 05"; Bell 222 "Starspeed 11"; 20/8 Jet Rangers G-BBCA, G-BLGV, G-HANY, G-PERZ, plus "Costock 20" and "Costock 30", R.22 G-MRSN; R.44 G-LOW; A.109 "Sussex 01"; Squirrel "Woodstock 16"; Bell 222 "Sloane 12"; 21/8 Jet Rangers D-HAFN, G-BYSE, G-HANY; R.44's G-VEIT, G-BZMG; Squirrel G-ECOS; EC.120 G-TBLY. On the 20th and 21st Stearman G-AWOL operating out of Rufforth was banner towing over the racecourse.

Sheffield is gaining more and more in popularity with the number of residents rising all the time. New this month are PA.38 G-BNYK and PA.28 G-BBYP whilst newly registered R.22 G-REDY arrived 29/8 for Dragon Helicopters. Another brand new helicopter is Schweizer 269C, G-CCJE which has moved in. C.421C N60GM is a regular visitor whilst on 20/8 King Air, G-ORJA, c/s Clifton 91 was noted outbound to Leeds. Others: 2/8 PA.28 G-ASHX, F.182Q G-LEGG; 3/8 PA.28RT G-OBAB, F.150L G-GBLR; 6/8 AA.58 G-ZARI; 17/8 PA.28 G-ATNB; 26/8 FR.172 G-FANL; 30/8 C.207 G-NJAG; 31/8 C.152 G-BWND.

The singles based at Sheffield go to Sandtoft regularly for circuit training. New here is PA.28 G-BIFB. Visitors included PA.24 N5839P to Middle Wallop 4/8, PA.28 N6602Y from Norwich 5/8 and PA.28 N7813M to Leicester 6/8. Others: 2/8 TB.10 G-BHJF; RV.6 G-EERV; 5/8 C.310 G-BARG; 10/8 Thruster G-CBIP, AA.58 G-RUBB, Baron G-BZIT; 17/8 PA.28 G-BTEX; 19/8 Bulldog G-CBBS; 20/8 PUP G-AXJI; 23/8 Bulldog G-EDAV, GY.80 G-ASZS; 25/8 Jabiru G-BZST, Quantum G-BYSX; 28/8 Quantum G-MZBM, AA.58 G-GIRY.

The Grumman Club held a rally at Sherburn on 15/8 - 17/8. Amongst those visiting were: AA.5B's OO-GAZ, N31RB, N666GA, G-BFXW, G-BOXU, G-BGPH, G-RUBB, G-BCRR, G-BXTT, AA.5's G-BDFY, G-BLFW and AA.1B G-BDNX. New resident is PA.34 G-BPXX. On 13/8 Grob 109 G-KNEK arrived with Pawnee G-BXST from Currock Hill whilst on 16/8 M.20P N3876H visited. Others: 1/8 Junior G-ATDO; 2/8 Extra G-XXTR; 4/8 PA.28's G-ARVT, G-AWTL; 7/8 RC.114 G-HPSE; 13/8 C.172 G-ATAF; 17/8 PA.28 G-BZEH; 20/8 R.44 G-IORG; 23/8 PA.34 G-OOON; 28.8 Yak 52 G-BWPP; 26/8 RC.114 G-HPSB; 31/8 Eurostar G-CCEM, PA18 G-GCUB.

Interesting arrivals at Bagby included B.8M Gyrocopter G-BZOF in formation with another on 10/8. On 15/8 Tiger Moth G-AHUV arrived with C.185 G-BDKC. After a n/s they both went to Glenrothies. Visitors: 1/8 AA.58 G-BFVS; 3/8 Coyote G-MZBH; 4/8 C.172 G-EGEG; 6/8 PA.28R G-AZWS, T.67 G-BWGO; 14/8 RV.6

G-XVOM, Ikarus G-CBPD, S.208 G-VILA (from Felixkirk); 15/6 Coyote G-IZIT, PA.28R G-OARO, DR.400 G-NFNF; 16/8 Kitfox G-BSCH, C.180A G-BTSM; 17/8 C.310 G-BRIA; 18/8 DA.40 OE-KAI; 20/8 PA.28 G-ATHR; 25/8 F.172E G-ASNW, Mercury G-MYAV; 27/8 Beech 19A G-AWTV; 30/8 RV.6 G-RVAW; 31/8 R.44 G-TRAC, PA.22 G-BTLM.

Brighton had a French microlight c/s F-JFNL arrive on 21/8. After a short stay it left for Barton. Arriving from Paris (LFPP) on 30/8 was Guepard F-BSQJ. Also here: 2/8 PA.28 G-JANO; 3/8 Europa G-BXUM, RV.4 G-BROP, Jungmann G-BZVS, PA.28 G-SOBI; 5/8 C.150 G-BLVS; 15/8 Condor G-AVEX; 30/8 DR.315 G-AXDK, Rallye G-BPJD; 31/8 Emeraude G-BKNZ. Full Sutton was visited by C.177 HB-CIF to Chester on 5/8 whilst Cirrus SR.20 N270CD was noted outbound to Sywell on 18/8. Noted at Pocklington on 11/8 was C.F172M D-EEMR whilst also here on 25/8 was Zenair G-CBAP.

Eddsfield near Bridlington was the venue of a fly-in on 16/8. A good attendance included: PA.22 G-ARHP, minicab G-AVRW, Emeraude G-BKUR, C.180 G-BTSM, C.182 N382AS, RV6's G-ORBD, G-ORVG, G-RIVT, Coyote G-BZKF, Kitfox G-BSCH, G-BXWH, Cygnet G-BYYC, Europas G-BVGF, G-BXTD and C170 G-MDAY.

New resident at Gamston is DR.400 G-LEDS. A few assorted net-jet flights again this month were joined by ... N22SY on 1/8; Be.400 N79EL 2/8; DR.400 OO-FWA 4/8; TB9 PH-CYB 5/8; TB20 N20AG 23/8 and a trio on 25/3 PA.32 N132LE, PA.28 N499MS, PA.31 N63560. Amongst the British visitors were: PA.32R G-BYPU 4/8; Fuji 200 G-KARI 9/8; C.152 G-BHDM 13/8; TB.10 G-CTCL 24/8; PA.22 G-BUVA 27/8; Emeraude G-BDKH 30/8.

Rufforth was quite busy during the York race meeting: 19/8 C.182's G-BHDP, G-IBZS (also 20/8); PA.32 G-HDEW; PA.31 G-EEJE; Baron G-BTFT (also 20/21); PA.24 N2185A; PA.28R G-MACK; 20/8 PA.34's "Airmed 053/056"; PA.28 G-JANA; C.310 G-REDB (also 21/8); PA.31 G-BFIB (also 21/8); F.33 G-MOAC; PA.28 G-WARH; 21/8 C.303 G-PUSI. Also here: 2/8 PA.28R N187SA; 23/8 DR.400 D-EDWY, which also visited Elvington for the airshow, which I hope will be covered elsewhere in the magazine. *Whilst on the subject, if anyone visits anywhere in the local area, why not drop me a line to 97 Holt Farm Rise, Leeds LS16 7SB so we can keep up to date with the happenings in our area?*

Also for the races was King Air 200 F-GEJV c/s Newbird 619 which visited Church Fenton on 19/8. Be.36 N7208T was noted at Wombleton on 17/8 and again 21/8 whilst at Beverley on 18/8 was C.182RG N2379C, where PA.31 G-BWHF visited on 23/8. Jodel DR.1050 F-BLJL visited Crosland Moor 12/8 and the following were noted at Sutton Bank: 1/8 DG.800 G-BXSH; 3/8 CT.2K G-CBDJ; 5/8 Ikarus G-ILRS; 24/8 Europa G-NDOL. Of note at Humberside: 10/8 C.208 N208KP; 11/8 PA.28 D-EKAP; 12/8 RC.690 N91384; 15/8 Falcon 900 G-LCYA; 20/8 Baron N65MJ.

On 16/8 Zlin50 G-MATE put out a May Day with engine failure whilst 2 miles n/e Finningley. A forced landing was made in a field but the aircraft flipped over. Fortunately with the help of passing motorists the pilot escaped with minor injuries.

An interesting overfly on 15/8 was T.28B Trojan N14113 enroute Duxford to Cambleton (pol. 16.20 2000') whilst AS.350B I-ELTE was heading for Islay on 4/8 (pol. 18.30 2500').

Trevor Smith

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA174	PM	06/EC-FXP	13/EC-HNB	20/EC-HKR	27/EC-HNB	
AEA264	PM	05/EC-ICD	12/EC-HJP	19/EC-HGQ	26/EC-HGQ	
AEA276	PM	02/EC-HJQ	09/EC-HKR	16/EC-IDT	23/EC-HJP	30/EC-HGQ
AEA638	PM	06/EC-HKR	13/EC-HJP	20/EC-HKR	27/EC-HKQ	
AEU571	MLA	04/G-STR	11/G-BZZA	18/G-BZZA	25/G-BZZA	
AEU575	AGP	06/G-BZZA	13/G-STRC	20/G-STRC		
AMC5203	MLA	02/9H-ADH	09/9H-ADH	16/9H-ADH	23/9H-AED	30/9H-ABR
AMM639C	FAO	04/G-OOOD	11/G-OOBD	18/G-OOBC	25/G-OOOC	
AZI2612	FAO	06/EI-DBC	13/EI-DBC	20/EI-DBC	27/EI-DBC	
BAL076A	AGP	06/G-BYAI	13/G-BYAI	20/G-BYAI	27/G-BYAI	
BAL089A	CFU	05/G-BYAI	12/G-BYAI	19/G-BYAI	26/G-BYAI	
BAL148A	MAH	01/G-BYAI	08/G-BYAI	15/G-BYAI	22/G-BYAI	29/G-BYAI
BAL197A	DLM	01/G-BYAI	08/G-BYAI	15/G-BYAI	22/G-BYAI	29/G-BYAP
BAL213A	IBZ	03/G-BYAI	10/G-BYAI	17/G-BYAI	24/G-BYAI	
BAL217A	TFS	07/G-BYAI	14/G-BYAI	21/G-BYAI	28/G-BYAI	
BAL277A	PM	04/G-BYAI	11/G-BYAI	18/G-BYAI	25/G-BYAI	
BAL310A	ALC	02/G-BYAI	09/G-BYAI	16/G-BYAI	23/G-BYAI	30/G-BYAP
BAL329A	PM	07/G-BYAI	14/G-BYAI	21/G-BYAI	28/G-BYAI	
BAL468A	REU	06/G-BYAI	13/G-BYAI	20/G-BYAI	27/G-BYAI	
BAL587A	IBZ	06/G-BYAI	13/G-BYAI	20/G-BYAI	27/G-BYAI	
BMA7961	VRN	06/CS-TPJ	13/G-RJXG	20/G-RJXI	27/G-RJXH	
BMA7963	VRN	06/CS-TPJ	13/CS-TPJ	20/G-RJXI		
BMA7991	PSA	06/G-RJXB	13/G-RJXH	20/G-RJXH		
BGH5950	BOJ	01/LZ-BHA	08/LZ-BHA	15/LZ-BHA	22/LZ-BHA	29/LZ-BHA
BGH5960	VAR	05/LZ-HMN	12/LZ-HMI	19/LZ-HMI	26/LZ-HMW	
BRT6ET	JER	06/G-BRYU	13/G-NVSB	20/G-NVSB		
FUA1508	TFS	05/EC-HJJ	12/EC-INP	19/EC-HMK	26/EC-HMK	
HOA566	ALC	06/EC-IFV	13/EC-IEZ	20/EC-IEZ		
IWD3232	TFS	05/EC-IEQ	12/EC-IMU	19/EC-IMU	26/EC-GZD	
IWD3450	ACE	04/EC-IMU	11/EC-IMU	18/EC-IMU	25/EC-ICK	
JKK3158	PM	06/EC-HOV	13/EC-HNC	20/EC-HFP	27/EC-HNC	
LTE919	TFS	05/EC-IMA	12/EC-IMA	19/EC-IMA	26/EC-IMA	
LXR2772	FAO	07/B-MAQ				
MYT337	MAH	04/G-DHJZ	11/G-DHJZ	18/G-DHJZ	25/G-DHJZ	
MYT351	TFS	02/G-JALC	09/G-PIDS	16/G-PIDS	23/G-PIDS	30/G-JALC
MYT353	REU	07/G-PIDS	14/G-PIDS	21/G-PIDS	28/G-PIDS	
MYT355	LPA	01/G-JALC	08/G-PIDS	15/G-PIDS	22/G-PIDS	29/G-JALC
MYT357	FUE	03/G-JALC	10/G-PIDS	17/G-PIDS	24/G-PIDS	
MYT363	LPA	06/G-JALC	13/G-PIDS	20/G-PIDS	27/G-PIDS	
MYT367	ACE	04/G-JALC	11/G-PIDS	18/G-PIDS	25/G-PIDS	
MYT371	LCA	01/G-JALC	08/G-PIDS	15/G-PIDS	22/G-PIDS	29/G-JALC
MYT373	ALC	02/G-JALC	09/G-PIDS	16/G-PIDS	23/G-PIDS	30/G-JALC
MYT375	IBZ	05/G-JALC	12/G-PIDS	19/G-PIDS	26/G-PIDS	
MYT385	PM	06/G-JALC	13/G-PIDS	20/G-PIDS	27/G-PIDS	
MYT387	ALC	06/G-JALC	13/G-PIDS	20/G-PIDS	27/G-PIDS	
MYT391	MAH	05/G-JALC	12/G-PIDS	19/G-PIDS	26/G-PIDS	

MYT395	RHO	03/G-JALC	10/G-PIDS	17/G-PIDS	24/G-PIDS	
MYT1301	DLM	05/G-EFPA	12/G-EFPA	19/G-CTLA	26/G-EFPA	
MYT1317	FAO	04/G-JALC	11/G-PIDS	18/G-PIDS	25/G-PIDS	
MYT1375	AGP	07/G-JALC	14/G-PIDS	21/G-PIDS	28/G-PIDS	
TRA1381	HER	02/PH-HZY	09/PH-HZA	16/PH-HZX	23/PH-HZJ	30/PH-HZJ

OTHER FLIGHTS

01	<u>PH-XRZ</u>	B737	TRA8762/088	Palma - Amsterdam	Passenger Charter
01	<u>PH-OFA</u>	F100	KLM1549/1550	f/t Amsterdam	ex G-UKFA
02	<u>EC-GVE</u>	SW4	OVAK51/K52	Liverpool - Skovde	Freight Charter
03	<u>PH-KLI</u>	F100	KLM1545/1546	f/t Amsterdam	ex G-UKFR
03	<u>G-JEDM</u>	DH8	BEE741/742	f/t Belfast City	-
05	<u>PH-OFH</u>	F100	KLM1545/1546	f/t Amsterdam	ex G-UKFH
05	<u>PH-OFE</u>	F100	KLM1549/1550	f/t Amsterdam	ex G-UKFE
05	<u>G-JEDL</u>	DH8	BEE046J/730	Birmingham - Belfast City	-
07	<u>PH-OFJ</u>	F100	KLM1545/1546	f/t Amsterdam	ex G-UKFJ
07	<u>G-MIDV</u>	A320	BMA7JL/5LJ	f/t Heathrow	Lieu F100
08	<u>PH-OFB</u>	F100	KLM1549/1550	f/t Amsterdam	ex G-UKFB
11	<u>PH-KLG</u>	F100	KLM1543/1540	f/t Amsterdam n/s	ex G-UKFO
12	<u>OY-MAE</u>	B735	DAN1798/9798	Nikolaevsk - Copenhagen	Passenger Charter
13	<u>PH-OFI</u>	F100	KLM1545/1546	f/t Amsterdam	ex G-UKFI
14	<u>G-MIDO</u>	A320	BMA7JL/5LJ	f/t Heathrow	Lieu F100
15	<u>PH-KLE</u>	F100	KLM1549/1550	f/t Amsterdam	ex G-UKFN
16	<u>G-JEDN</u>	DH8	BEE729/730	f/t Belfast City	-
18	<u>G-STRB</u>	B733	AEU641P/641	Gatwick - Alghero	Passenger Charter
19	<u>PH-OFK</u>	F100	KLM1549/1550	f/t Amsterdam	ex G-UKFK
19	<u>OE-GBB</u>	D328	TYW552/553	Luton - Innsbruck	Medivac
20	<u>PH-OFG</u>	F100	KLM1549/1550	f/t Amsterdam	ex G-UKFG
21	<u>G-MIDY</u>	A320	BMA7JL/5LJ	f/t Heathrow	Lieu F100
23	<u>PH-KLD</u>	F100	KLM1549/1550	f/t Amsterdam	ex G-UKFM
23	<u>G-MIDJ</u>	A321	BMA7JL/5LJ	f/t Heathrow	Lieu F100
25	<u>G-STRB</u>	B733	AEU642/642P	Alghero - Stansted	Passenger Charter
26	<u>G-MIDO</u>	A320	BMA8JL/5LJ	f/t Heathrow	Lieu F100
27	<u>G-MIDM</u>	A321	BMA4JL/2LJ	f/t Heathrow	Lieu F100
27	<u>D-AEWD</u>	B462	EWG4550/4551	f/t Hanover	Passenger Charter
30	<u>PH-OFD</u>	F100	KLM1545/1546	f/t Amsterdam	Ex G-UKFD

Aircraft making first visits are underlined.



De Havilland Heron Mercury Airline Yeaddon Aerodrome 1961
Bill Houlden



LEEDS/BRADFORD NEWS

Jet2's newest Boeing 737, G-CELC arrived at LBA on the 13th October. The next day JET2 announced a new destination from LBA, Belfast International, which will commence on November 17th. I was able to take advantage of the £1 special offer, and hope to report on my weekend away in a future article for Air Yorkshire.

The press release reads as follows:

Region's low cost airline launches flights from Leeds Bradford to Northern Ireland for £1

The North's low cost airline, Jet2.com, has announced the launch of truly low cost travel to Belfast International Airport - the direct, twice-daily service takes off on November 17th 2003 and tickets are now on sale with special one-way fares in both directions of just £1, excluding taxes, for the rest of the month. Following the end of the promotion the airline aims to offer more than 50 per cent of one-way seats at £19 or less, plus taxes, making it a truly low cost destination. The move comes less than a year after the airline launched from Leeds Bradford International Airport.

Belfast is fast becoming one of the most popular weekend break cities in the UK and, for many, is the 'new' Dublin. Its compact city centre has been revitalised by modern developments, warehouse refurbishments and a raft of trendy new bars, cafes, restaurants and clubs.

Its popularity among stag and hen parties is boosted with the likes of the Belfast Music Festival, its four-day St Patrick's Day celebrations, the Summer Fest, the fringe Cathedral Quarter Arts Festival and the three-week Belfast Festival at Queen's which, after Edinburgh's, is the second-largest arts festival in the UK. What's more, the city is an ideal base for exploring the beautiful surrounding villages and countryside of Northern Ireland.

Philip Meeson, chief executive of Jet2.com, said: "The people of the North have responded unbelievably to low cost travel from the region and we have grown at a phenomenal rate - today I am delighted to announce Belfast International Airport as our new destination. Since we launched we have already carried more than 300,000 people to destinations across Europe and we will be adding to this with our new service into Northern Ireland. We know that there is a huge demand for a route into the region, ranging from those who do business there; people who have friends and relatives in the region, to the growing city break market. Fares during November will start from an incredible £1 for travel to and from Belfast and while this is a promotional offer, standard seats on our flights will genuinely be low cost." The Belfast to Leeds Bradford service launches on November 17th 2003, with two flights a day departing Leeds at 07.15 and 18.30. It will run twice-daily Monday to Friday, with single flights on Saturdays and Sundays.

Some of you who visit the terminal may have noticed the start of road works, which is coupled with the new temporary check-in area, which is to be located at the rear of the fire station. Again press release reads as follows:

A scheme has been introduced to improve the public road access at the front of the Terminal building. Bentley construction commenced the road alterations on 29th September. The alterations consist of a new bus parking area for the public service buses, a larger open area in front of the Terminal, which can be used for additional bus parking, a passenger drop off area and an area for mini buses. The redesigned area will also accommodate the new temporary check-in area at the Arrivals end of the Terminal.

Works commenced on this project on the 6th October and is due for completion at the same time as the Road project, which is the 30th March 2004. This will be ready for the start of LBIAs new summer season. The new check-in area will include 16 new check-in desks with good queuing space, a refurbished Arrivals

area and new baggage facilities that will include a new Hold Baggage screening X ray machine, transfer carousels and a new baggage make up area.

AIRPORT NEWS

The July U.K. passenger figures have been released by the CAA. As you can see LBA had the third largest % increase in passengers. Blackpool is doing exceptionally well because of the commencement of Ryanair services to Dublin and Stansted.

	July 2003	July 2002	% +/-
Heathrow	6,045,419	6,093,457	-0.79%
Gatwick	3,264,478	3,258,951	+0.17%
Manchester	2,186,735	2,077,246	+5.27%
Stansted	1,861,374	1,672,167	+11.32%
Birmingham	992,813	858,362	+15.66%
Glasgow	919,096	890,112	+3.26%
Edinburgh	722,499	687,782	+5.05%
Luton	679,560	677,925	+0.24%
East Midlands	474,801	390,048	+21.73%
Belfast Int.	429,650	406,620	+5.66%
Newcastle	429,572	395,307	+8.67%
Bristol	390,196	367,512	+6.17%
Liverpool	294,948	288,699	+2.16%
Aberdeen	242,457	244,425	-0.81%
Cardiff	225,449	162,505	+38.73%
Leeds/Bradford	215,199	156,897	+37.16%
Belfast City	196,415	177,632	+10.57%
Prestwick	193,771	168,711	+14.85%
Jersey	163,443	157,307	+3.90%
Southampton	137,039	76,657	+78.77%
London City	134,210	144,634	-7.21%
Guernsey	87,215	81,406	+7.14%
Teesside	78,858	74,481	+5.88%
Isle Of Man	69,826	66,475	+5.04%
Humberside	56,220	53,491	+5.10%
Inverness	45,045	38,711	+16.36%
Norwich	44,202	39,844	+10.94%
Bournemouth	38,769	36,658	+5.76%
Exeter	37,046	32,638	+13.51%
Blackpool	21,784	4,763	+357.36%

Edinburgh has begun preparatory work on a new £10m, 57 metre high air traffic control tower. The new structure, to replace the old building at the former RAF Turnhouse, will be on the approach road to the airport and will be completed during the summer of 2005.

AIRLINE NEWS

AV8 Air will inaugurate service from Manchester to Cape Town on 25th November. The airline will fly twice a week, midweek direct from Manchester and weekends via Dublin with a refuelling stop in Spain. Flights will be operated by Icelandair with a Boeing 767-300. For the 2004 winter season the airline will switch its flight from Cape Town to Durban and will depart from Newcastle. Av8 Air is also looking at possible service to Port Elizabeth.

Air 2000 have announced it will become First Choice Airways. The Air 2000 fleet is already visually similar in style to First Choice and therefore changes will be minor and will be made over the autumn and winter months.

Air France has confirmed it is to join forces with Dutch KLM and that Italy's flagship carrier Alitalia is also negotiating to join the merger. The creation of Air France-KLM will form an aviation giant with annual revenues of about 19.2bn euros (£13.4bn; \$22.4bn), overtaking British Airways and Germany's Lufthansa. The deal will reshape the future of the aviation industry and form the world's third largest airline in terms of traffic after the two biggest US carriers. KLM and Air France will be placed under a new common holding company, after a share swap agreement that values the Dutch carrier at 784m euros and leaves Air France as the dominant partner. Passengers, however, may not notice much of a difference, as both airlines will continue to fly under their existing brands.

Consolidation of the airline industry has been expected for some time as many of the world's largest airlines are struggling with heavy losses. KLM, which has been in financial difficulty for some time, has already made several failed attempts to merge with British Airways, and walked away at the last minute from a deal with Alitalia in 2000.

KLM's search for a partner:

- 1991: Starts talks with BA
- 1992: Talks break down
- Jan 1993: Starts talks with Swissair/Austrian Airlines
- Nov 1993: Talks break down
- 1997: Signs agreement with Alitalia
- 1999: Seeks partnership with Air France
- April 2000: Breaks partnership with Alitalia
- June 2000: Re-starts talks with BA
- Sept 2000: BA talks break down
- Oct 2001: Re-starts talks with BA
- Jul 2002: Opens talks with Air France
- Aug 2003: Breaks off talks with BA
- Sept 2003: Close to deal with Air France

It has been negotiating with Air France for more than a year.

KLM ran up losses of 271m euros last year, whereas Air France made 111m euros of profit. KLM shares rose 19% following the announcement but Air France stock fell by 4.6%, as investors worried that the Dutch airline would hamper rather than help Air France.

Although the tie-up is effectively a merger, the airlines will retain their separate identities because of bilateral aviation agreements between their governments and third countries, which govern where airlines can fly. The European Commission has won a mandate to negotiate with the US to replace all these bilateral transatlantic agreements with a single pan-European deal, and analysts expect more mergers once these rules are modified.

Under the terms of the deal, the French government's 54.4% in Air France will be diluted to 44%, in a step that moves the carrier further toward the government's goal of privatisation.

Air France took delivery of its first Airbus A318 on Thursday October 9th, the aircraft is registered F-GUGA. The aircraft is the first of an order of 15 aircraft to be delivered by December 2006. Air France introduced the aircraft into service from Paris to London on Friday, 17th October.

British Airways has confirmed it had signed a pact with Swiss that will also see the ailing carrier join BA's oneworld alliance as the ninth member. At a board meeting Monday, Swiss rejected a rival deal offered by Lufthansa to enter Star in favour of making an agreement with BA and oneworld, which is more likely to allow it to remain an independent carrier, at least for the medium term.

Under the terms of agreement with Swiss, BA will acquire eight of Swiss' daily take off and landing slot pairs at Heathrow airport, which will provide an immediate injection of cash for Swiss. As part of its entry into oneworld, Swiss will also enter into code-sharing arrangements with BA for routes from London Heathrow to Geneva, Basle and Zurich. BA and Swiss will further co-operate on frequent flyer programmes and share facilities such as business lounges at some airports.

Easyjet The airline's first Airbus A319 'HB-JZA' is entered revenue service on 1st October. Easyjet is scheduled to receive 5 A319s this year, all of which are to be based in Geneva.

KLM will reduce the frequency on its Amsterdam to Manchester route from 8 to 6 flights a day on 28th March 2004. However 4 of the flights will be upgraded from a Fokker 100 to a Boeing 737.

Ryanair will be retiring additional Boeing 737-200s this winter since it discovered some aircraft with scratches on their outer skin which would have occurred during their repainting. Ryanair now plans to retire 9 aircraft this winter with another 12 within the next 18 months. To compensate for this Ryanair is arranging for short leases on 1 B737-200, 2 B737-300s and 2 B737-800s.

AIRCRAFT NEWS

I type this final part of my section on October 20th. I am sure, unless you have been absent from planet earth for the last few months, you will be aware that Concorde is retired from service on September 24th, and by the time you read this, the aircraft will be a mere museum piece.

Today G-BOAC visited Birmingham and brought the M6 to a halt and apparently grid locked all roads round the airport. I hate to think what will happen at Heathrow on Friday.

I am sure it is an airliner that has always captured the public's imagination, and I am certain it will take its place among the world's most famous aircraft.

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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

PRESS RELEASE



Passenger numbers at Leeds Bradford Airport showed a 34.3% increase in September over the previous September. In total 218,080 people used the airport, including 49,573 who flew with Yorkshire's low cost airline Jet2.com to their 9 destinations. Significant increases were also recorded by low cost airlines Ryanair (+19.0%) on their Dublin service and FlyBE (+51.9%) on their Belfast service. A total of 38% of passengers using the airport during the month flew with airlines that style themselves 'low cost'.

In the six months of the summer season just finished over 1.2 million passengers passed through the airport, an increase of 35.9% over the previous summer.

Airport Managing Director Ed Anderson said 'This has been a phenomenally successful summer for Leeds Bradford. All credit is due firstly to the airlines for putting on the services to meet the demand from Yorkshire's business and leisure passengers but also to all our staff and those of our business partners who have worked so hard during the summer.'

MILITARY MATTERS



US AIR FORCE COMMAND STRUCTURE

The Command structure of the US Air Force has varied from time-to-time, according to operational requirements. The present structure is as follows:

COMMAND

AIR COMBAT COMMAND
AIR FORCE MATERIAL COMMAND
AIR FORCE SPECIAL OPERATIONS COMMAND
AIR NATIONAL GUARD
AIR EDUCATION AND TRAINING COMMAND
UNITED STATES AIR FORCE ACADEMY

UNITED STATES AIR FORCES EUROPE
AIR FORCE RESERVE COMMAND
PACIFIC AIR FORCES
AIR MOBILITY COMMAND
AIR FORCE SPACE COMMAND

UNITED STATES AIR FORCES EUROPE

This Command is now divided between three bases: Lakenheath UK, Spangdahlem Germany and Keflavik Iceland:

48th fighter Wing RAF Lakenheath
85th Group Naval Air Station Keflavik

52nd Fighter Wing Spangdahlem Air Base

Details of Squadrons and aircraft types will be given in a later article.

Credit: AirForces Monthly

MILITARY NEWS

RAFGSA Glider

As I said last year, the Elvington Air Show goes from strength to strength with, invariably, some innovation. The innovation this year was the RAF Gliding and Soaring Association glider which was magnificent. If you weren't there, you should have been!

Credit: Jane and Arthur Ward

LOWESTOFT SEA FRONT AIR FESTIVAL 1 August 2003

The Air Display on the second day of the Festival included:

Tucano	Firefly (RN Historic Flight)
Catalina	Jaguar
Extra 300	Pilatus PC7 (Royal Netherlands Air Force)
Tornado F3	Sea Hawk (RN Historic Flight)
F86 Sabre	Stearman (two) (Utterly Butterly Wingwalkers)
Bell AB412 (Royal Netherlands Air Force)	Hawk
Yakovlev 52 (four)	Scout, Wasp and Defender (Army Air Corps Historic Flight)

The Red Arrows were due but did not appear due to a family bereavement of the Leader.

Strictly, not a Military Air Display but, as can be seen, the emphasis was on military. Sea Front displays are becoming more and more popular, (e.g. Southport and Sunderland) but Lowestoft is amongst the best of these.

Credits: Vicky, Lesley, Rob and Vic Kilbey
Air Festival Programme

Eric Martin

SHADES OF GREY

The weather forecast was bad and the lack of colour in the sky confirmed the forecast. By the time we reached RAF Waddington around 0845hrs it was drizzling steadily from leaden skies.

The main air display had taken place over the weekend in excellent weather, but today, departure day, was proving to be a different kettle of fish. Grey painted aeroplanes on a grey day was the prospect.



The flight line looked very promising with many interesting types lined up for departure as the morning progressed. The predominant colour of the aircraft was military grey in its many variations and the camouflager's art was confirmed by the match with the clouds. Photographing these aircraft under grey skies and in grey rain was going to be an interesting exercise, and so it proved.

Departures started almost as soon as we arrived with aircraft appearing from all over the airfield as they taxied for takeoff. The next three hours were fully occupied as we tried to spot and photograph in almost incessant rain with darkening clouds and a brisk breeze helping to drive the rain spots onto the camera lens. Of particular interest and causing excitement to the assembled hardy spotting fraternity were: ZA607 Tornado GR4 AB/9 Sqn wearing combat mission marks from the recent war, 1115 PZL M28 Bryza of the Polish Navy, 073 Xingu of the French Air Force, Dutch Fokker 50 U03, USAF F-16Cs 89-2016 and 89-2014 from 16th AF at Aviano in Italy and German Tornado 46-54 in special markings.



By midday the majority of the display aircraft had gone and we decided to head south in search of some respite from the rain. After a sarnie and a cuppa we set off.

At Cranwell we found seventeen Jetstreams and Dominies of 6 Flying Training School in a mix of the high visibility black colour scheme and the old red and white scheme. In the grey drizzle the old red and white scheme clearly stood out. We pressed on to the south side, where a line-up of ten civilian registered Grob Tutors of the privatised CFS Tutor Squadron was braving the heavy rain. A call at Barkston Heath found the resident Fireflies of the privatised JEFTS all sheltering from the elements in the hangar with only G-BWXC/E/Y visible through the part open door.





Cottesmore appeared to be closed, with not a single aircraft to be seen through the slanting rain.

A decision was now required: to drive further south in search of dry land or head home? The search for dry land won and we drove through sometimes torrential showers to Mildenhall and Lakenheath, the homes of aircraft in the USAF version of grey.

Mildenhall was surprisingly quiet, but at least the skies were a promisingly lighter grey and the rain had stopped. Resident USAF KC-135s and C-130s were evident but

the prize was two KC-135R 91501 and 80036 from 319 ARW. Overflying USAF F-15s on finals for Lakenheath quickly tempted us in that direction. On the way we spied ex RAF Hunter F6 XG210 in someone's front garden.



At Lakenheath the USAF was just packing up for the day, but we spotted one of the recently arrived F-15Es in the guise of 00-3002 LN/rd, hiding behind some trees.

By now the sun was shining and we decided on a further quick pass of Mildenhall followed by a circuit of Cambridge before heading home. At Marshall's we logged CS-TQC A319 in all white scheme, UR-UFB A320 all white, ZS-RSI Hercules and 956 Hercules in Norwegian Air Force grey, also parked on the field were several "tin cans" from the local flying clubs.

With time pressing and the day waning we turned for home. A few miles north of Peterborough we ran into rain again and as it became heavier my thoughts turned increasingly to the prospects of play in the following day's One Day Cricket International at Headingley.

Jim Stanfield



FLYBE TO BELFAST CITY

It is not often that I fly on an aeroplane and enjoy the experience. However a recent flight from Belfast City to Leeds/Bradford was just such an occasion. The aircraft for the flight was a Bombardier de Havilland Dash Eight Q400, one of the two brand new Q400 aircraft that Flybe are operating at the moment. The outward journey had been on a BAe 146/300 which was OK, but it felt rather like one of those overcrowded tightly packed Boeing charabancs in which we get transported to the Med hot spots. The Q400 seemed altogether very different.

Passenger capacity, on a Q400, is seventy in two-by-two seating. The seats were comfortable. There was plenty of leg room. The cabin decor was light, modern, airy and minimalist. The flight only lasted around forty minutes. There seemed to be plenty of windows. The in flight magazine was interesting and informative. There wasn't a trolley constantly serving sandwiches, crisps, peanuts, drinks, meals and consumer goods. What more could you want?

One thing I particularly noticed was the low noise level in the cabin. Whenever I fly on a jet to the Med I am struck by the constant background roar which, for me, makes conversation difficult and quickly becomes tiring. On the Q400 there was a gentle and almost soporific hum. Apparently this is a design feature of the Q400, which is fitted with an active noise vibration system specifically intended to reduce cabin noise levels. For those of you interested in engineering, it is a computer controlled active tuned vibration absorber (ATVA), which is fitted to the fuselage.

If you have never flown to Belfast then I commend the City Airport to you. It overlooks Belfast Lough and used to be the Shorts factory and airfield. The approach to R22 is over the Lough and the Q400 with its high wing configuration affords fine views, when the weather is kind. There is a modern terminal and as the airfield was quiet on the days we travelled, there was plenty of space and seating in the departure lounge and no queues for your cup of coffee. From the departure lounge you can see across the apron to the main runway enabling some relatively easy spotting while awaiting your flight. There is also a view of the apron from the Food Village located on the first floor.

The airfield has recently been sold by Bombardier, for £35m, to a company based in Madrid called Ferrovial. In addition to Belfast City, Ferrovial owns Bristol Airport and eleven other airports world wide.

The Airport is very close to Belfast and has good bus connections to the city centre and taxi fares around the £6 mark. All of flights, which I noted, are to UK destinations. The main international airport is located, on the other side of Belfast, at Aldergrove. Based on my observations Flybe, bmi and BA CitiExpress look to be the main carriers with Flybe well in the lead. So not a lot of variety and excitement for "avids", but a pleasant airport to fly to and from for that short break in Northern Ireland or the ubiquitous business trip.

Its close proximity to the City has prompted a study, currently underway, into minimising aircraft noise for the residents. From our hotel room window we could see departing aircraft climbing out over the River Lagan, and I found the noise levels were minimal; but then I am used to living in North West Leeds to the accompanying sound of Ryanair B737/200s!

I would certainly go again just for the flight on a Flybe Q400. By the way, I just love that Flybe colour scheme ... eat your heart out Jet2!

Jim Stanfield

AIR YORKSHIRE AVIATION SOCIETY
INCOME AND EXPENDITURE - YEAR ENDED 31 OCTOBER 2003

<u>Income</u>	2002	2003
Members Subscriptions	2393.00 (151)	2457.00 (155)
Society Dinner	803.00	941.00
Magazine Sales	472.00	480.00
Manchester Visits	315.00	-
Duxford Visit	454.00	40.00
Cosford Visit	-	547.00
Christmas Meeting	92.50	26.75
Christmas Raffle	63.00	55.00
Sundry Income	92.00	56.02
Bank Interest	1.78	1.57
	<u>4686.28</u>	<u>4604.34</u>
Members Extra Subscriptions	328.00	251.00
Members Car Parking	30.00	20.00
	<u>5044.28</u>	<u>4875.34</u>

<u>Expenditure</u>		
Magazine Production	2479.00	2392.65
Postage	326.16	310.03
Stationery	35.95	40.10
Society Dinner	788.50	925.00
Manchester Visits	320.00	-
Duxford Visit	485.00	10.00
Cosford Visit	-	510.00
Christmas Meeting	82.50	77.06
Speakers Fees	85.78	98.35
Sundry Expenditure	79.61	95.00
Committee Expenses	25.53	-
	<u>4708.03</u>	<u>4458.19</u>
Members Extra Subscriptions	-	196.78
Members Car Parking	313.00	318.00
	<u>5021.03</u>	<u>4972.97</u>
Trading Profit/Loss	21.75 Loss	146.15 Profit

BALANCE SHEET	2002	2003
Balance Brought Forward	1487.08	1510.33
Profit/Loss For Year	23.25 Profit	97.63 Loss
Balance Carried Forward	<u>1510.33</u>	<u>1412.70</u>
Closing Bank Balance	663.23	859.92
Petty Cash	146.10	95.56
Members Car Park Fund	373.00	75.00
Members Extra Fund	328.00	382.22
	<u>1510.33</u>	<u>1412.70</u>

D E Valentine October 2003

<u>Society Magazine</u>	2002	2003
<u>Production Costs</u>		
Magazine Printing	2339.00	2243.15
Timetable Printing	140.00	149.50
Postage	326.16	310.03
Stationery	35.95	40.10
	<u>2841.11</u>	<u>2742.78</u>
<u>Income</u>		
Members Subscriptions	2393.00	2457.00
Sales To Air Supply	472.00	480.00
	<u>2865.00</u>	<u>2937.00</u>
Profit	23.89	194.22

FREE AIR



October saw the final flights of Concorde. The sight and sound of this beautiful aircraft will be greatly missed. In 1999 Pauline and I flew on one of its visits to LBA down to Heathrow. Little did we know at the time, but it was one of its last visits here. It gave us an experience that neither of us will forget, a truly memorable aircraft.

David Valentine

A VIEW FROM THE TOWER



Welcome to a new article in the Air Yorkshire magazine - "A View From The Tower".

The aim of this new article is to try and explain some of the mysteries of Air Traffic Control. I hope to keep it interesting and informative so that you may learn something new about the world of ATC. I realise that you the members of Air Yorkshire are a very knowledgeable bunch, so I will try to provide enough detail every month to keep it interesting without being boring - please let me know if I am succeeding or not!

I hope to cover a wide range of subjects including vortex wake, flight progress strips, meteorology, phraseology and many more. If anyone has a particular topic that they would like me to explain or a specific question that they would like answering, then please let a member of the committee know and I am sure this can be arranged. However, I reserve the right to ignore any topics or questions that I do not know the answer to!!

I'm hoping that my 13 years working at Leeds Bradford Airport, 8 years as an Air Traffic Control Assistant and 5 years as an Air Traffic Controller, should provide me with enough knowledge to answer most things. (Perhaps that is another subject I could explain i.e. the difference between an Air Traffic Control Assistant and an Air Traffic Controller).

The subjects covered will not be in any specific order and not necessarily every month, but they will cover both tower and radar issues.

As for next month's article I thought I would start with a topic that is extremely important in Air Traffic Control, and something that when listening to your scanners you will hear mentioned all the time - and that is "Caution Vortex Wake ..."

Regards

Jonathan Bates

Concorde



1969 - 2003

Farewell and Thank You



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