

Merry Christmas



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MR.G.WARD. MR. H. MORROW**Please note that all membership enquires should be made to the Treasurer****CHAIRMAN'S CHAT**

As usual, the A.G.M. took over the main part of the November meeting, which was attended by about 50 members. The accounts and the 1999 membership subscriptions were unanimously approved. Membership remains at the ever constant 200 and it was decided to have a campaign next year to increase our membership. The magazine remains the mainstay of the society, linking the members together. The success of the magazine is due to the following regular contributors:- Terry Sykes - movements (16 pages), Eric Martin -military (2 pages), Dave Wooler -civil aviation news(3-4 pages), and Alan Sedgwick - further afield (2 pages) This makes up about 75% of the magazine. Andy Barker (Terminal Manager L.B.A.) provides us with airline reports and along with occasional contributors such as Alan Tempest, Ian Morton and the L.B.A. press releases, this accounts for our monthly magazine. On behalf of the society I would like to place on record our thanks to the above members for their continuing efforts in providing an interesting magazine.

One sad point of the A.G.M. was the resignation of Adrian Heeley as Secretary after 14 years in the office. Adrian is "retiring" due to personal and other commitments which place increasing demands on his time. Adrian was presented with a model of a Yeadon-built Avro York in Dan Air colours, together with our thanks for all the work he has done for the society. We look forward to seeing him at future meetings. The A.G.M. was concluded with the Committee being reelected en bloc with the addition of Harry Morrow, whom we hope will become the Air Yorkshire Official Photographer. David Valentine remains as Treasurer and Membership Secretary and Mark Elliot becomes our new Secretary. Last, but not least, you are stuck with me as Chairman for another year!

Finally, I would like to wish all members and their families a very Happy Christmas and New Year

MEETINGS. (starting at 14.30)**1999**

January 10th - subject to be arranged but please note this is the SECOND SUNDAY in order for you to recover from the Christmas and New Year festivities !

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick , Andy Barker

Note from the "retired" Secretary - since I have a bit of space I will take the liberty of filling it up by thanking members for their good wishes and gift at the A.G.M. which Mike mentions above. The model York is beautiful and takes pride of place in the lounge. I have enjoyed 14 years involvement with the society enormously and have made many friends over the years. I am not leaving Air Yorkshire, so I hope to see everyone there on the occasions I can make it . Again many thanks for your present - I will treasure it.

Leeds/Bradford Movements

October 1998

01 Thursday

EI-TLF Airbus 320	0320	G-EMRD HS 748	0658
EI-FKD Fokker 50	0853	G-MAJH Jetstream 41	0923
G-GNTJ SAAB 340	0940	G-BVZE Boeing 737 500	0942
G-JEAG Friendship	0952	G-EMRD HS 748	0956
G-UKFK Fokker 100	0959	EI-CKR Boeing 737	1010
PH-SDT DHC-8	1016	G-BVTE Fokker 70	1100
G-MAJA Jetstream 41	1104	EI-TLF Airbus 320	1249
G-BVZE Boeing 737 500	1258	G-JSJX Airbus 321	1304
EC-FKI Boeing 737 300	1323	G-ODOJ Boeing 757	1328
G-UKFK Fokker 100	1400	G-MAJA Jetstream 41	1411
G-JEAH Friendship	1509	PH-SDM DHC-8	1521
G-DJTW Boeing 737 300	1524	G-BVTE Fokker 70	1634
G-MAJA Jetstream 41	1703	G-MAJH Jetstream 41	1711
G-GNTJ SAAB 340	1721	EI-CKR Boeing 737	1740
DE-GCF Lear Jet 55	1801	G-BVZE Boeing 737 500	1821
G-EMRD HS 748	1833	G-JEAH Friendship	1836
DD-DJL Avro 146 RJ85	1917	EI-FKE Fokker 50	1924
G-UKFK Fokker 100	1949	G-MAJH Jetstream 41	2007
G-MAJA Jetstream 41	2028	G-GNTJ SAAB 340	2034
G-BVTE Fokker 70	2041	EI-TLF Airbus 320	2054
G-JEAH Friendship	2132	G-BVZE Boeing 737 500	2143
DD-DJO Avro 146 RJ85	2243		

02 Friday

G-JSJX Airbus 321	0146	G-OLAH Short 360	0218
EI-TLF Airbus 320	0442	G-OBLC B76 Duchess	0830
EI-FKE Fokker 50	0856	G-MAJA Jetstream 41	0921
G-GNTJ SAAB 340	0932	G-MAJH Jetstream 41	0937
G-BVZE Boeing 737 500	0948	G-UKFK Fokker 100	0954
G-JEAH Friendship	1003	G-OLAH Short 360	1013
PH-SDM DHC-8	1025	EI-CDX Boeing 737	1029
G-BVTE Fokker 70	1041	G-OLLY PA-31 Navajo	1218
G-BVZE Boeing 737 500	1303	G-BXTA Airbus 320	1337
G-MAJH Jetstream 41	1405	G-UKFK Fokker 100	1419
G-GNTJ SAAB 340	1422	G-OBLC B76 Duchess	1439
G-JEAG Friendship	1511	PH-SDR DHC-8	1519
G-OLAH Short 360	1532	G-BVZE Boeing 737 500	1545
G-KKES TB-20 Trinidad	1617	EI-CNY Boeing 737	1634
G-BVTE Fokker 70	1640	G-MAJA Jetstream 41	1702
G-MAJH Jetstream 41	1706	G-GNTJ SAAB 340	1726
EI-CDX Boeing 737	1742	G-OLAH Short 360	1839
G-SFBH Boeing 737 300	1842	G-JEAG Friendship	1857
EI-FKB Fokker 50	1928	DD-DJV Avro 146 RJ85	1933
G-UKFK Fokker 100	1951	G-MAJA Jetstream 41	2003
G-GNTJ SAAB 340	2020	G-MAJH Jetstream 41	2026
G-BVTE Fokker 70	2033	G-JSJX Airbus 321	2047
G-BVJA Fokker 100	2129	G-BVZI Boeing 737 500	2152
G-JEAG Friendship	2155	DD-DJS Avro 146 RJ85	2231
EI-TLH Airbus 320	2237	EC-BLT Airbus 320	2302

03 Saturday

EC-FUT Boeing 737 300	0004	EI-CLS Boeing 767	0103 0238
G-JSJK Airbus 321	0425	EI-TLH Airbus 320	0544
EI-FKB Fokker 50	0850	G-BVKK Boeing 737 500	0940
G-ERIC Rockwell 112TC	0959	G-UKFK Fokker 100	1004
EI-COX Boeing 737	1010	PH-SDR DHC-8	1027
G-BVTE Fokker 70	1122	XZ309 Gazelle AH.1	1137
G-JEAG Friendship	1153	G-BBTK Cessna FRA150L	1205
G-BOJH PA-28R Arrow II	1225	G-BVKK Boeing 737 500	1240
G-BXNG B58 Baron	1250 1610(04)	G-BOMP PA-28 Archer II	1258
PH-KDS Cessna 172N	1353	EI-TLH Airbus 320	1355
G-AZLY Cessna F150L	1400	G-UKFK Fokker 100	1404
XZ309 Gazelle AH.1	1417	G-BTZP TB-9 Tampico	1419
D-COKE Lear Jet 35A	1432 1708	G-VOLH Airbus 320	1453
G-BGPU PA-28 Cherokee	1528	G-BXXY PA-34 Seneca	1550
G-BVKK Boeing 737 500	1622	EC-GCV DC9 83	1713
EI-FKA Fokker 50	1917	G-BVKK Boeing 737 500	1938
G-UKFK Fokker 100	1940	G-JEAG Friendship	1950
EI-TLH Airbus 320	2104	G-VOLH Airbus 320	2200
EC-GUD Boeing 737 400	2251		

04 Sunday

EI-TLH Airbus 320	0359	G-VOLH Airbus 320	0833
EI-FKC Fokker 50	0906	G-BVKK Boeing 737 500	0922
G-UKFK Fokker 100	0951	G-BVTG Fokker 70	1007
EC-GNZ Boeing 737 400	1048	EI-TLH Airbus 320	1204
G-BVKK Boeing 737 500	1224	EI-CNX Boeing 737	1230
G-NTWD SA365 Dauphin 2	1241	G-UKFK Fokker 100	1403
PH-SDP DHC-8	1511	G-JEAG Friendship	1516
G-LOFT Citation I	1526	G-VOLH Airbus 320	1622
G-BGPU PA-28 Cherokee	1625	VP-CPR Cessna 421C	1649
G-MAJH Jetstream 41	1714	EI-CNX Boeing 737	1737
G-BVKK Boeing 737 500	1811	G-JEAG Friendship	1834
OO-DJL Avro 146 RJ85	1917	EI-FKC Fokker 50	1924
G-UKFK Fokker 100	1945	G-MAJD Jetstream 41	2019
G-MAJH Jetstream 41	2028	G-BVTE Fokker 70	2044
G-DASI Short 360	2052	G-GNTJ SAAB 340	2054
G-BVKK Boeing 737 500	2125	EI-CKP Boeing 737	2127
G-JEAG Friendship	2136	OO-DJT Avro 146 RJ85	2225
G-VOLH Airbus 320	2330	EI-TLH Airbus 320	2253

05 Monday

G-BLFZ PA-31 Navajo	0751	EI-FKB Fokker 50	0856
G-MRMR PA-31 Navajo	0922	G-MAJD Jetstream 41	0926
G-BVKK Boeing 737 500	0932	G-GNTJ SAAB 340	0940
G-MAJH Jetstream 41	0942	G-JEAG Friendship	0953
G-DASI Short 360	1001	G-UKFK Fokker 100	1004
EI-CNT Boeing 737	1014	G-BNPZ Cessna 152	1018
PH-SDP DHC-8	1027	G-BVTE Fokker 70	1102
G-BVKK Boeing 737 500	1235	G-MAJH Jetstream 41	1359
G-GNTJ SAAB 340	1412	G-UKFK Fokker 100	1426
G-JEAG Friendship	1515	PH-SDR DHC-8	1527
G-OCEA Short 360	1529	G-BVKK Boeing 737 500	1530
G-BVTE Fokker 70	1636	G-MRMR PA-31 Navajo	1654
G-MAJH Jetstream 41	1700	G-MAJD Jetstream 41	1706
G-GNTJ SAAB 340	1723	EI-CNT Boeing 737	1750
G-BVKK Boeing 737 500	1831	G-OCEA Short 360	1844
G-BLFZ PA-31 Navajo	1850	G-JEAG Friendship	1853
OO-DJL Avro 146 RJ85	1903	G-TMDP Airbus 320	1913
G-MAJD Jetstream 41	1956	G-UKFK Fokker 100	1958

EI-FKD Fokker 50	2019	G-MAJH Jetstream 41	2030
G-GNTJ SAAB 340	2033	G-BVTE Fokker 70	2049
G-JEAG Friendship	2142	G-BVKC Boeing 737 500	2153
00-DJQ Avro 146 RJ85	2220		
06 Tuesday			
EI-TLH Airbus 320	0813	EI-FKD Fokker 50	0854
EC-FJZ Boeing 737 300	0902	G-MAJD Jetstream 41	0911
G-BVKC Boeing 737 500	0934	G-GNTJ SAAB 340	0938
G-JEAG Friendship	0948	C-GTSN Boeing 757	0954
G-KBAC Short 360	0958	G-UKFK Fokker 100	1004
G-MAJH Jetstream 41	1032	EI-COX Boeing 737	1038
PH-SDR DHC-8	1048	G-BVTE Fokker 70	1154
G-BVKC Boeing 737 500	1232	G-GNTI SAAB 340	1314
G-UKFK Fokker 100	1415	EI-TLH Airbus 320	1420
G-JEAG Friendship	1513	PH-SDT DHC-8	1518
G-BVKC Boeing 737 500	1536	G-CPTM PA-28 Warrior	1550
G-BVTE Fokker 70	1630	G-MAJH Jetstream 41	1703
G-MAJD Jetstream 41	1708	Z8993 Islander AL.1	1714
G-GNTI SAAB 340	1727	EI-COB Boeing 737	1753
C-GTDC Airbus 320	1825	G-BVKC Boeing 737 500	1833
G-JEAG Friendship	1836	G-KBAC Short 360	1843
EI-FKA Fokker 50	1923	00-DJS Avro 146 RJ85	1925
G-UKFK Fokker 100	1948	G-BSDL TB-10 Tobago	2007
G-MAJD Jetstream 41	2011	G-MAJH Jetstream 41	2021
G-GNTI SAAB 340	2026	G-BVTE Fokker 70	2043
G-BRUI PA-44 Seminole	2051	G-JEAG Friendship	2129
G-BVKC Boeing 737 500	2146	00-DLP Avro 146 RJ85	2224
EI-TLH Airbus 320	2309		
07 Wednesday			
EI-FKD Fokker 50	0854	EI-TLH Airbus 320	0920
G-MAJD Jetstream 41	0825	G-BVKC Boeing 737 500	0929
G-MAJH Jetstream 41	0940	G-JEAG Friendship	0946
G-GNTI SAAB 340	0948	G-KBAC Short 360	1005
N220SC PA-31T Cheyenne	1008	EI-CNY Boeing 737	1015
PH-SDT DHC-8	1022	G-UKFG Fokker 100	1041
G-BVTE Fokker 70	1114	G-BFWL Cessna F150L	1121
G-BNOH PA-28 Warrior II	1129	G-BVKC Boeing 737 500	1226
N319SC Lear Jet 31A	1335 1727	G-MAJH Jetstream 41	1400
G-GNTI SAAB 340	1419	G-KBAC Short 360	1422
G-UKFL Fokker 100	1445	G-JEAG Friendship	1500
PH-SDU DHC-8	1508	G-BVKC Boeing 737 500	1515
EI-TLH Airbus 320	1545	G-BVTE Fokker 70	1623
G-MAJH Jetstream 41	1657	G-MAJD Jetstream 41	1700
G-GNTI SAAB 340	1719	G-BNOH PA-28 Warrior II	1732
D-HCKV Agusta A.109A	1747 1811	EI-CNY Boeing 737	1751
G-JEAG Friendship	1833	G-KBAC Short 360	1835
G-BVKC Boeing 737 500	1839	00-DJQ Avro 146 RJ85	1856
EI-FKB Fokker 50	1929	G-UKFH Fokker 100	1952
G-MAJD Jetstream 41	2008	G-GNTI SAAB 340	2015
G-BVTE Fokker 70	2031	G-MAJH Jetstream 41	2036
OY-NPA SA226TC Metro 2	2113 2156	G-JEAG Friendship	2136
G-BVZH Boeing 737 500	2201	00-DJK Avro 146 RJ85	2234
08 Thursday			
G-RMCT Short 360	0226	EI-TLH Airbus 320	0545
N459LJ Lear Jet 45	0806	D-CARA Beech 1900C	0834
EI-FKB Fokker 50	0851	G-MAJH Jetstream 41	0918
ZDS74 Chinook HC.2	0923	G-GNTI SAAB 340	0934
G-MAJD Jetstream 41	0935	G-BVZH Boeing 737 500	0939

G-JEAG	Friendship	0947	G-RMCT	Short 360	0949
G-UKFD	Fokker 100	0958	EI-CNT	Boeing 737	1008
PH-SDU	DHC-8	1054	G-BVTE	Fokker 70	1100
G-OMGE	BAe 125 300B	1156	G-ROWS	PA-28 Warrior	1232
G-BVZH	Boeing 737 500	1252	EI-TLH	Airbus 320	1306
G-OBLC	B76 Duchess	1323	G-000S	Boeing 757	1331
G-BSDD	Cessna 152	1337	G-VOLH	Airbus 320	1345
G-KNAP	PA-28 Warrior II	1349	G-BUGT	T61F Venture	1359
G-MAJD	Jetstream 41	1412	EC-GMY	Boeing 737 300	1415
G-UKFK	Fokker 100	1422	G-AZLY	Cessna F150L	1504
PH-SDM	DHC-8	1509	G-JEAG	Friendship	1518
G-BVKC	Boeing 737 500	1531	G-BVTE	Fokker 70	1631
G-MAJD	Jetstream 41	1704	G-MAJH	Jetstream 41	1708
G-GNTI	SAAB 340	1727	EI-CNT	Boeing 737	1733
G-BVKC	Boeing 737 500	1832	G-RMCT	Short 360	1843
G-JEAG	Friendship	1846	00-DJY	Avro 146 RJ85	1904
EI-FKD	Fokker 50	1918	G-UKFK	Fokker 100	1947
G-MAJH	Jetstream 41	2008	G-GNTI	SAAB 340	2027
G-MAJD	Jetstream 41	2031	G-BVTE	Fokker 70	2034
EI-TLH	Airbus 320	2110	G-JEAG	Friendship	2137
G-BVKC	Boeing 737 500	2151	00-DJZ	Avro 146 RJ85	2229
09 Friday					
G-VOLH	Airbus 320	0152	EI-TLH	Airbus 320	0441
EI-FKD	Fokker 50	0855	G-MAJD	Jetstream 41	0914
G-GNTI	SAAB 340	0932	G-BVKC	Boeing 737 500	0935
G-MAJH	Jetstream 41	0949	G-JEAG	Friendship	0953
G-RMCT	Short 360	1005	EI-CNY	Boeing 737	1010
G-UKFK	Fokker 100	1033	G-BVTE	Fokker 70	1048
PH-SDM	DHC-8	1054	G-0ANC	PA-28 Warrior II	1121
G-BXVK	Robin HR200/120B	1142	G-KNAP	PA-28 Warrior II	1203
G-BCKV	Cessna FRA150L	1227	G-BVKC	Boeing 737 500	1230
G-BXTA	Airbus 320	1251	XZ309	Gazelle AH.1	1335
G-MAJH	Jetstream 41	1401	G-UKFK	Fokker 100	1406
SE-DVD	BAe 125 900XP	1413	EI-TLH	Airbus 320	1417
G-JEAG	Friendship	1504	PH-SDT	DHC-8	1510
G-BVKC	Boeing 737 500	1518	G-BUPS	ATR-42	1552
G-DAVZ	PA-23 Aztec	1607	EI-CKR	Boeing 737	1619
G-BVTE	Fokker 70	1633	G-MAJH	Jetstream 41	1707
G-MAJD	Jetstream 41	1715	EI-CNY	Boeing 737	1741
G-ZAPI	Citation I	1809	G-BVKC	Boeing 737 500	1836
G-RMCT	Short 360	1839	G-BUPS	ATR-42	1849
G-JEAG	Friendship	1906	EI-FKC	Fokker 50	1912
00-DJW	Avro 146 RJ85	1920	G-MUVG	Cessna 421C	1949
G-MAJD	Jetstream 41	2029	G-VOLH	Airbus 320	2034
G-BVTE	Fokker 70	2045	G-BVJD	Fokker 100	2151
G-BUPS	ATR-42	2154	G-BVKC	Boeing 737 500	2205
EI-TLH	Airbus 320	2207	G-UKFG	Fokker 100	2210
G-JEAG	Friendship	2213	00-DJY	Avro 146 RJ85	2231
10 Saturday					
EC-GGO	Boeing 737 300	0053	EC-GUR	Airbus 320	0148
G-VOLH	Airbus 320	0433	EI-TLH	Airbus 320	0540
EI-FKC	Fokker 50	0842	G-BVZI	Boeing 737 500	0922
G-OBLC	B76 Duchess	0945	EI-CDA	Boeing 737	1015
PH-SDT	DHC-8	1032	G-UKFG	Fokker 100	1044
G-BOKA	PA-28 Dakota	1055	G-BVTE	Fokker 70	1130
G-JEAG	Friendship	1144	G-BVZI	Boeing 737 500	1223
EI-TLH	Airbus 320	1243	G-JSJK	Airbus 321	1334
G-BGSV	Cessna F172N	1345	G-UKFG	Fokker 100	1405

G-BSDO	Cessna 152	1533	G-BVZI	Boeing 737 500	1620
EC-GHH	DC9 83	1707	G-BOLF	PA-38 Tomahawk	1750
G-GNTI	SAAB 340	1803	EI-FKC	Fokker 50	1911
G-UKFG	Fokker 100	1952	G-BVZI	Boeing 737 500	2014
EI-TLH	Airbus 320	2041	G-JSJK	Airbus 321	2052
G-JEAG	Friendship	2249	EC-FZZ	Boeing 737 400	2300
11 Sunday			G-JSJK	Airbus 321	0744
EI-TLH	Airbus 320	0359	G-BVZI	Boeing 737 500	0925
EI-FKB	Fokker 50	0857	G-BVJB	Fokker 100	1019
G-UKFG	Fokker 100	0957	EI-TLH	Airbus 320	1219
EC-GNZ	Boeing 737 400	1057	G-BVZI	Boeing 737 500	1236
EI-CNZ	Boeing 737	1229	OY-JRO	King Air 890	1259
G-BBBC	Cessna F150L	1254	G-UKFG	Fokker 100	1401
G-BGPU	PA-28 Cherokee	1330	G-JEAG	Friendship	1500
G-BSDO	Cessna 152	1413	PH-SDT	DHC-8	1521
G-QMHC	Turbo Arrow IV	1504	G-WARY	PA-28 Warrior 3	1608
G-BAVZ	PA-23 Aztec	1529	G-KEVB	PA-28 Archer 3	1614
G-JSJK	Airbus 321	1612	EI-CNZ	Boeing 737	1743
G-MAJH	Jetstream 41	1714	G-JEAG	Friendship	1826
G-BVZI	Boeing 737 500	1820	EI-FKF	Fokker 50	1923
OO-DJT	Avro 146 RJ85	1908	G-MAJL	Jetstream 41	2017
G-UKFG	Fokker 100	1956	G-GNTI	SAAB 340	2042
G-MAJH	Jetstream 41	2028	G-BVZI	Boeing 737 500	2138
G-BVTE	Fokker 70	2050	EI-CKR	Boeing 737	2158
G-JEAG	Friendship	2142	G-JSJK	Airbus 321	2352
OO-DJV	Avro 146 RJ85	2239			
12 Monday			G-BXMA	King Air 200	0745
EI-TLH	Airbus 320	0037	EI-FKA	Fokker 50	0854
F-GXAB	King Air A100	0836	G-JEAG	Friendship	0941
G-MAJL	Jetstream 41	0925	G-RMCT	Short 360	0946
G-GNTI	SAAB 340	0943	G-MAJH	Jetstream 41	0958
G-BVZI	Boeing 737 500	0950	PH-SDT	DHC-8	1025
EI-CKQ	Boeing 737	1019	G-UKFG	Fokker 100	1034
G-FJET	Citation II	1029	G-BODY	Cessna 310R	1237
G-BVTE	Fokker 70	1051	G-BVKC	Boeing 737 500	1354
G-ATLM	Cessna F172G	1321	G-GNTI	SAAB 340	1421
G-MAJH	Jetstream 41	1407	G-JEAG	Friendship	1505
G-RMCT	Short 360	1422	PH-SDM	DHC-8	1528
G-BVKD	Boeing 737 500	1525	G-JPAD	Robinson R-44	1611
G-UKFG	Fokker 100	1532	G-BVTE	Fokker 70	1644
VP-CPR	Cessna 421C	1636	G-MAJL	Jetstream 41	1703
G-MAJH	Jetstream 41	1658	EI-CKQ	Boeing 737	1735
G-GNTI	SAAB 340	1717	G-BVKD	Boeing 737 500	1810
EI-TLH	Airbus 320	1807	G-RMCT	Short 360	1839
G-JEAG	Friendship	1834	OO-DJV	Avro 146 RJ85	1925
EI-FKF	Fokker 50	1912	G-MAJL	Jetstream 41	2003
G-YJBM	Airbus 320	2000	G-MAJH	Jetstream 41	2028
G-GNTI	SAAB 340	2016	G-JEAG	Friendship	2124
G-BVTE	Fokker 70	2051	G-UKFG	Fokker 100	2203
G-BVKD	Boeing 737 500	2131			
OO-DJO	Avro 146 RJ85	2231			
13 Tuesday			N459LJ	Lear Jet 45	0755
EI-TLH	Airbus 320	0418	EC-660	Boeing 737 300	0900
EI-FKA	Fokker 50	0852	G-MAJL	Jetstream 41	0927
G-HVRD	PA-31 Navajo	0909	G-BVKD	Boeing 737 500	0938
C-GTSP	Boeing 757	0934	G-MAJH	Jetstream 41	0945
G-GNTI	SAAB 340	0942	G-JEAG	Friendship	0959
G-RMCT	Short 360	0951			

EI-CKQ	Boeing 737	1005	G-UKFG	Fokker 100	1010
PH-SDM	DHC-8	1026	G-BVTE	Fokker 70	1049
G-ORJB	Citation I	1135	G-BVKD	Boeing 737 500	1240
G-BODY	Cessna 310R	1331	EI-TLH	Airbus 320	1339
G-UKFG	Fokker 100	1432	G-MAJH	Jetstream 41	1443
G-JEAH	Friendship	1500	PH-SDR	DHC-8	1531
G-BVKD	Boeing 737 500	1534	G-BVTE	Fokker 70	1634
G-MAJL	Jetstream 41	1715	G-MAJH	Jetstream 41	1724
G-GNTI	SAAB 340	1729	EI-CKQ	Boeing 737	1754
G-JEAH	Friendship	1824	C-GTDC	Airbus 320	1826
G-BVKD	Boeing 737 500	1829	G-RMCT	Short 360	1836
OO-DJV	Avro 146 RJ85	1914	EI-FKF	Fokker 50	1917
G-UKFG	Fokker 100	2001	G-MAJL	Jetstream 41	2006
G-GNTI	SAAB 340	2021	G-BVTE	Fokker 70	2028
G-MAJH	Jetstream 41	2033	G-JEAH	Friendship	2134
EI-TLH	Airbus 320	2142	G-BVKD	Boeing 737 500	2144
OO-DJT	Avro 146 RJ85	2229			
14 Wednesday					
NB00LA	Citation II	0204	G-RMCT	Short 360	0223
EI-FKF	Fokker 50	0845	N220SC	PA-31T Cheyenne	0921
G-BVKD	Boeing 737 500	0931	G-MAJL	Jetstream 41	0934
G-GNTI	SAAB 340	0938	G-JEAH	Friendship	0941
G-MAJH	Jetstream 41	0946	G-RMCT	Short 360	0950
SB-DBC	Airbus 320	0955	EI-COX	Boeing 737	1006
G-UKFG	Fokker 100	1016	PH-FNV	Friendship	1045
PH-SDR	DHC-8	1048	G-BVTE	Fokker 70	1051
G-BOCU	PA-34 Seneca	1214	G-BVKD	Boeing 737 500	1235
G-SHCC	JetRanger	1259	G-KNAP	PA-28 Warrior II	1315
G-UKFG	Fokker 100	1409	G-GNTI	SAAB 340	1418
G-MAJD	Jetstream 41	1435	G-JEAH	Friendship	1458
G-BODY	Cessna 310R	1459	ZGB47	Islander AL.1	1519
PH-SDU	DHC-8	1521	G-BIHE	Cessna FA152	1527
G-BVKD	Boeing 737 500	1543	EI-TLH	Airbus 320	1614
G-BSSE	PA-28 Cherokee	1627	G-BVTE	Fokker 70	1631
G-MAJL	Jetstream 41	1710	G-MAJD	Jetstream 41	1713
G-GNTI	SAAB 340	1714	EI-COX	Boeing 737	1724
G-OBMZ	Boeing 737 500	1817	G-JEAH	Friendship	1825
G-RMCT	Short 360	1836	EI-FKD	Fokker 50	1914
OO-DJV	Avro 146 RJ85	1924	G-MAJL	Jetstream 41	2001
G-UKFG	Fokker 100	2005	G-GNTI	SAAB 340	2013
G-MAJD	Jetstream 41	2026	G-BVTE	Fokker 70	2030
G-BODE	PA-28 Warrior II	2117	G-JEAH	Friendship	2130
G-BVKD	Boeing 737 500	2141	OO-DJP	Avro 146 RJ85	2233
G-SFHR	PA-23 Aztec	2311			
15 Thursday					
EI-TLH	Airbus 320	0329	EI-FKD	Fokker 50	0856
G-MAJL	Jetstream 41	0919	G-BVKD	Boeing 737 500	0926
G-GNTI	SAAB 340	0930	G-JEAH	Friendship	0935
G-MAJD	Jetstream 41	0947	G-RMCT	Short 360	0959
G-UKFG	Fokker 100	1005	EI-CNZ	Boeing 737	1013
G-BHIH	Cessna F172N	1015	PH-SDU	DHC-8	1041
ZGB47	Islander AL.1	1043	G-JENN	AASB Tiger	1045
G-BVTE	Fokker 70	1100	G-BPBD	Turbo Arrow IV	1130
EC-GHD	Boeing 737 300	1246	G-BVKD	Boeing 737 500	1258
G-BOFE	PA-34 Seneca	1305	G-ODGW	Boeing 757	1310
G-JSJK	Airbus 321	1315	XX405	Gazelle AH.1	1321
EI-TLH	Airbus 320	1326	G-MAJD	Jetstream 41	1401
ZG993	Islander AL.1	1417	G-UKFG	Fokker 100	1422

G-JEAH Friendship	1455	PH-SDR DHC-8	1524
G-OBMM Boeing 737 400	1534	N459LJ Lear Jet 45	1537
G-BNOH PA-28 Warrior II	1542	G-OBLC B76 Duchess	1610
G-BVTE Fokker 70	1640	G-6JET Lear Jet 35A	1700
G-MAJL Jetstream 41	1708	G-GNTI SAAB 340	1721
EI-CNZ Boeing 737	1737	G-JEAH Friendship	1832
G-RMCT Short 360	1838	G-BVKD Boeing 737 500	1848
EI-FKB Fokker 50	1916	OO-DJV Avro 146 RJ85	1927
G-UKFG Fokker 100	1952	G-GNTI SAAB 340	2008
G-MAJL Jetstream 41	2016	G-MAJD Jetstream 41	2038
G-BVTE Fokker 70	2042	EI-TLH Airbus 320	2055
G-JEAH Friendship	2128	G-BVKD Boeing 737 500	2151
OO-DJO Avro 146 RJ85	2237		
16 Friday			
G-JSJK Airbus 321	0138	EI-TLH Airbus 320	0423
EI-FKB Fokker 50	0850	G-MAJL Jetstream 41	0919
G-GNTI SAAB 340	0936	G-BVKD Boeing 737 500	0940
G-MAJD Jetstream 41	1001	EI-CNT Boeing 737	1004
G-RMCT Short 360	1010	PH-SDF DHC-8	1022
G-UKFH Fokker 100	1053	G-BVTE Fokker 70	1159
G-JEAG Friendship	1232	G-BVKD Boeing 737 500	1300
G-BXTA Airbus 320	1310	G-TKPZ Cessna 310R	1403
EI-TLH Airbus 320	1407	G-GNTI SAAB 340	1419
G-MAJL Jetstream 41	1424	G-UKFH Fokker 100	1427
EI-TLF Airbus 320	1431	PH-SDT DHC-8	1518
G-ZAPJ ATR-42	1524	G-BVKD Boeing 737 500	1540
G-JEAH Friendship	1618	EI-CNZ Boeing 737	1633
G-BVTE Fokker 70	1652	G-MAJD Jetstream 41	1720
G-GNTI SAAB 340	1729	EI-CNT Boeing 737	1732
G-MAJL Jetstream 41	1735	G-ZAPJ ATR-42	1830
G-BVKB Boeing 737 500	1836	G-RMCT Short 360	1838
EI-FKF Fokker 50	1937	OO-DJK Avro 146 RJ85	1954
G-UKFL Fokker 100	2002	G-MAJD Jetstream 41	2014
G-GNTI SAAB 340	2024	G-JSJK Airbus 321	2042
G-MAJL Jetstream 41	2055	G-BVTE Fokker 70	2103
G-ZAPJ ATR-42	2126	G-BVKB Boeing 737 500	2146
EI-TLF Airbus 320	2151	EC-GLT Airbus 320	2230
OO-DJL Avro 146 RJ85	2233	EC-FJZ Boeing 737 300	2236
G-BVJD Fokker 100	2327		
17 Saturday			
G-JSJK Airbus 321	0430	EI-TLF Airbus 320	0517
EI-FKB Fokker 50	0845	N459LJ Lear Jet 45	0913 0951
G-BVKD Boeing 737 500	0942	G-UKFL Fokker 100	1000
EI-CKP Boeing 737	1008	PH-SDT DHC-8	1017
G-BVTE Fokker 70	1118	EI-TLF Airbus 320	1222
G-JEAH Friendship	1235	G-BVKD Boeing 737	1254
G-JSJK Airbus 321	1324	G-UKFL Fokker 100	1433
G-BVKD Boeing 737 500	1645	EC-GVI DC9 83	1804
EC-GFU Boeing 737 300	1844	G-UKFL Fokker 100	1940
G-BVKD Boeing 737 500	2002	EI-FKA Fokker 50	2007
G-JSJK Airbus 321	2045	G-JEAH Friendship	2116
18 Sunday			
EI-TLF Airbus 320	0345	G-JSJK Airbus 321	0757
EI-FKB Fokker 50	0843	G-BVKD Boeing 737 500	0927
G-UKFL Fokker 100	0958	G-BVTG Fokker 70	1009
EC-GVB Boeing 737 400	1041	G-BJYD Cessna F152	1128
EI-TLF Airbus 320	1200	EI-CNT Boeing 737	1219
G-BVKD Boeing 737 500	1240	G-BSTZ PA-28 Cruiser	1318

G-UKFL	Fokker 100	1404	G-BNTC	Turbo Arrow IV	1436	
G-BASL	PA-28 Cherokee	1459	G-JEAB	Friendship	1508	
PH-SDT	DHC-8	1515	G-BPBM	PA-28 Warrior II	1518	
G-JSJK	Airbus 321	1555	G-JJAN	PA-28 Archer II	1654	
G-MAJL	Jetstream 41	1714	EI-CNT	Boeing 737	1736	
G-OLDZ	King Air 200	1757	G-KKES	TB-20 Trinidad	1802	
G-BVKC	Boeing 737 500	1819	G-JEAB	Friendship	1822	
OO-DJT	Avro 146 RJ85	1903	EI-FKB	Fokker 50	1913	
G-UKFL	Fokker 100	2010	G-MAJA	Jetstream 41	2012	
G-MAJL	Jetstream 41	2021	G-BVTE	Fokker 70	2036	
G-GNTI	SAAB 340	2045	G-BVKC	Boeing 737 500	2127	
G-JEAB	Friendship	2133	EI-CNZ	Boeing 737	2136	
N93TX	Citation VII	2152	1343(19)	OO-DJZ	Avro 146 RJ85	2228
G-JSJK	Airbus 321	2323				
19 Monday						
EI-TLF	Airbus 320	0025	EI-FKB	Fokker 50	0852	
G-BFLH	PA-34 Seneca	0902	I-JESO	Citation II	0924	1704(20)
G-BVKC	Boeing 737 500	0927	G-ODDW	Boeing 757	0930	
G-MAJL	Jetstream 41	0933	G-GNTI	SAAB 340	0935	
G-MAJA	Jetstream 41	0940	G-JEAB	Friendship	0941	
G-RMCT	Short 360	0949	EI-CJI	Boeing 737	1015	
PH-SDT	DHC-8	1028	G-UKFL	Fokker 100	1032	
D-EDCA	V35B Bonanza	1035	G-BVTE	Fokker 70	1044	
G-CITY	PA-31 Navajo	1045	G-BODY	Cessna 310R	1149	
C-ORJB	Citation I	1206	G-BNSD	T67M Firefly	1212	
G-BONT	T67M Firefly	1244	G-BVKC	Boeing 737 500	1307	
G-EFSM	T67M Firefly	1407	G-GNTI	SAAB 340	1418	
G-UKFL	Fokker 100	1425	G-MANB	Bae ATP	1435	
G-MAJI	Jetstream 41	1442	G-JEAB	Friendship	1457	
PH-SDM	DHC-8	1523	G-RMCT	Short 360	1530	
G-DBMR	Boeing 737 500	1541	40109	C21A	1553	
G-BDGB	PA-23 Aztec	1601	G-BVTE	Fokker 70	1630	
G-MAJL	Jetstream 41	1702	G-GNTI	SAAB 340	1714	
G-MAJI	Jetstream 41	1728	EI-CJI	Boeing 737	1738	
EI-TLF	Airbus 320	1739	G-JEAB	Friendship	1818	
G-BVKC	Boeing 737 500	1826	G-RMCT	Short 360	1835	
EI-FKB	Fokker 50	1921	OO-DJO	Avro 146 RJ35	1924	
G-GJET	Lear Jet 35A	1930	G-TMDP	Airbus 320	1944	
G-MAJL	Jetstream 41	2000	G-MAJI	Jetstream 41	2040	
G-BVTE	Fokker 70	2044	G-UKFH	Fokker 100	2052	
G-GNTA	SAAB 340	2107	G-JEAB	Friendship	2123	
G-BVKC	Boeing 737 500	2138	G-GNTB	SAAB 340	2213	
OO-DJK	Avro 146 RJ85	2233	G-OKDN	Boeing 737 800	2337	
20 Tuesday						
G-RMCT	Short 360	0214	N102FM	Gulfstream IV	0722	
G-DBLC	B76 Duchess	0825	EI-FKB	Fokker 50	0848	
G-MAJL	Jetstream 41	0915	EC-FZZ	Boeing 737 400	0923	
C-GYSN	Boeing 757	0931	G-JEAB	Friendship	0933	
G-BVKC	Boeing 737 500	0939	G-GNTB	SAAB 340	0942	
G-MAJI	Jetstream 41	0945	G-RMCT	Short 360	0949	
G-UKFH	Fokker 100	1000	G-MONK	Boeing 757	1010	
EI-CDA	Boeing 737	1013	PH-SDM	DHC-8	1041	
G-BVTE	Fokker 70	1057	G-BFMH	Cessna 177B	1121	
G-BLVI	T67M Firefly	1136	G-BONT	T67M Firefly	1204	
G-BVKC	Boeing 737 500	1243	G-MAJI	Jetstream 41	1359	
G-UKFH	Fokker 100	1431	EI-TLF	Airbus 320	1435	
VP-CFG	Citation I	1437	G-JEAB	Friendship	1508	
PH-SDU	DHC-8	1513	N93TX	Citation VII	1529	1726

G-BVKC Boeing 737 500	1600		G-BVTE Fokker 70	1633
G-MAJI Jetstream 41	1708		G-MAJL Jetstream 41	1716
G-GNTB SAAB 340	1733		EI-CDA Boeing 737	1736
G-GJET Lear Jet 35A	1813	1841	C-GTDC Airbus 320	1823
G-JEAB Friendship	1827		G-OBMF Boeing 737 400	1830
G-RMCT Short 360	1852		OO-DJT Avro 146 RJ85	1906
EI-FKD Fokker 50	1921		G-UKFH Fokker 100	2004
G-MAJL Jetstream 41	2008		G-BVTE Fokker 70	2023
G-MAJI Jetstream 41	2035		G-GNTB SAAB 340	2039
G-JEAB Friendship	2123		EI-TLF Airbus 320	2132
G-BVKC Boeing 737 500	2158		OO-DJV Avro 146 RJ85	2224
21 Wednesday				
G-OKDN Boeing 737 300	0921		EI-TLF Airbus 320	0907
EI-FKE Fokker 50	0943		G-MAJL Jetstream 41	0923
G-JEAB Friendship	0945		G-RMCT Short 360	0952
G-MAJI Jetstream 41	0954		G-GNTB SAAB 340	0957
G-UKFH Fokker 100	1001		EI-CNZ Boeing 737	1003
G-BVZI Boeing 737 500	1007		PH-SDU DHC-8	1036
G-BVTE Fokker 70	1049		G-BVZI Boeing 737 500	1319
G-MAJA Jetstream 41	1404		G-UKFH Fokker 100	1417
G-GNTB SAAB 340	1425		G-JEAB Friendship	1502
PH-SDR DHC-8	1527		G-DOOW Boeing 757	1539
EI-TLF Airbus 320	1601		G-OBMM Boeing 737 400	1619
G-BVTE Fokker 70	1630		G-MAJL Jetstream 41	1703
G-MAJA Jetstream 41	1708		N220SC PA-31T Cheyenne	1724
G-GNTB SAAB 340	1732		EI-CNZ Boeing 737	1803
G-BVZI Boeing 737 500	1821		G-RMCT Short 360	1832
G-JEAB Friendship	1858		EI-FKB Fokker 50	1915
G-MONK Boeing 757	1933		OO-DJW Avro 146 RJ85	1938
G-UKFH Fokker 100	1941		G-MAJL Jetstream 41	2011
G-BVTE Fokker 70	2029		G-GNTB SAAB 340	2035
G-MAJA Jetstream 41	2039		G-BVZI Boeing 737 500	2115
G-JEAB Friendship	2154		OO-DJX Avro 146 RJ85	2222
22 Thursday				
EI-TLF Airbus 320	0316		EI-FKB Fokker 50	0858
G-MAJL Jetstream 41	0918		G-GNTB SAAB 340	0938
G-MAJA Jetstream 41	0944		G-JEAB Friendship	0946
G-BVZI Boeing 737 500	0950		G-RMCT Short 360	0957
EI-CNT Boeing 737	1010		G-BCRP PA-23 Aztec	1018
PH-SDR DHC-8	1026		G-UKFL Fokker 100	1040
G-BVTE Fokker 70	1059		G-BBPX PA-34 Seneca	1216
EI-TLF Airbus 320	1254		G-BVKC Boeing 737 500	1259
G-JSJX Airbus 321	1304		G-DOOX Boeing 757	1308
EC-FKJ Boeing 737 300	1354		G-MAJA Jetstream 41	1358
G-UKFL Fokker 100	1420		G-SIMN Robinson R-22B	1428
G-JEAB Friendship	1500		PH-SDP DHC-8	1522
ZJ247 Squirrel HT.1	1548		G-BVKC Boeing 737 500	1605
G-BVTE Fokker 70	1658		G-MAJA Jetstream 41	1705
G-GNTB SAAB 340	1729		EI-CJD Boeing 737	1733
G-JEAB Friendship	1834		G-RMCT Short 360	1834
EI-FKD Fokker 50	1915		OO-DJN Avro 146 RJ85	1918
G-BVKC Boeing 737 500	1938		G-UKFL Fokker 100	2012
G-MAJL Jetstream 41	2015		G-GNTB SAAB 340	2040
G-MAJA Jetstream 41	2044		G-BVTE Fokker 70	2107
EI-TLF Airbus 320	2110		G-BGMM Robin R1180T	2136
G-JEAB Friendship	2138		G-BVZI Boeing 737 500	2257
OO-DJD Avro 146 RJ85	2307			

23 Friday

G-JSJM Airbus 321	0148
EI-TLF Airbus 320	0445
G-MAJA Jetstream 41	0923
G-MAJL Jetstream 41	0940
EI-COX Boeing 737	1010
G-BVTE Fokker 70	1046
G-JETX JetRanger	1110
G-BXKD Airbus 320	1310
G-BHAV Cessna F152	1416
G-UKFL Fokker 100	1403
G-JEAF Friendship	1504
EI-COA Boeing 737	1611
G-BYCF Robinson R-22B	1614
G-BVTE Fokker 70	1627
G-RMCT Short 360	1700
G-JETX JetRanger	1717
G-GNTB SAAB 340	1904
G-JEAF Friendship	1941
G-RMCT Short 360	1957
G-MAJA Jetstream 41	2020
G-GNTB SAAB 340	2102
G-MAJL Jetstream 41	2120
G-JEAF Friendship	2137
EI-TLF Airbus 320	2158
G-BVJB Fokker 100	2242
EC-GEU Boeing 737 300	2309

24 Saturday

G-BLZT Short 360	0211
EI-TLF Airbus 320	0546
G-OBMX Boeing 737 500	0933
EI-CJG Boeing 737	1021
G-JETX JetRanger	1132
EI-TLF Airbus 320	1216
G-OBMX Boeing 737 500	1253
G-JSJM Airbus 321	1324
G-OBMX Boeing 737 500	1631
EI-FKB Fokker 50	1913
G-OBMX Boeing 737 500	2020
EC-GVI DC9 83	2051
G-JEAF Friendship	2106

25 Sunday

EI-TLF Airbus 320	0300
G-OBMX Boeing 737 500	0921
G-UKFR Fokker 100	1029
EC-GOB Boeing 737 400	1057
EI-CNZ Boeing 737	1218
G-BOAF Concorde	1254
G-JEAF Friendship	1459
G-JSJM Airbus 321	1601
EI-FKD Fokker 50	1720
EI-CNZ Boeing 737	1740
G-BVKC Boeing 737 500	1837
G-GNTB SAAB 340	2027
G-MAJL Jetstream 41	2036
EI-COA Boeing 737	2110
G-UKFL Fokker 100	2145
OO-DJX Avro 146 RJ85	2242

G-BLZT Short 360	0215
EI-FKD Fokker 50	0843
G-BVZI Boeing 737 500	0937
G-JEAF Friendship	0942
G-BDUN PA-34 Seneca	1012
G-UKFL Fokker 100	1101
G-BLZT Short 360	1116
G-BVZI Boeing 737 500	1313
EI-TLF Airbus 320	1423
G-GNTB SAAB 340	1451
G-MAJL Jetstream 41	1515
G-DJRH Robinson R-44	1614
G-BVZI Boeing 737 500	1620
PH-SDU DHC-8	1644
G-MAJA Jetstream 41	1715
EI-COX Boeing 737	1740
G-MAJL Jetstream 41	1803
EI-FKE Fokker 50	1920
G-BVZI Boeing 737 500	2016
G-JSJM Airbus 321	2026
G-BVTE Fokker 70	2118
OO-DJL Avro 146 RJ85	2127
G-BVZG Boeing 737 500	2140
G-UKFE Fokker 100	2206
EC-GLT Airbus 320	2302
OO-DJT Avro 146 RJ85	2350

G-JSJM Airbus 321	0438
EI-FKB Fokker 50	0901
G-UKFE Fokker 100	1009
PH-SDU DHC-8	1027
G-BVTE Fokker 70	1135
G-JEAF Friendship	1225
G-BOAF Concorde	1306
G-UKFH Fokker 100	1413
EC-FKI Boeing 737 300	1725
G-UKFR Fokker 100	2008
EI-TLF Airbus 320	2048
G-JSJM Airbus 321	2102

G-JSJM Airbus 321	0642
G-BVJA Fokker 100	1015
G-JETX JetRanger	1051
EI-TLF Airbus 320	1156
G-OBMX Boeing 737 500	1244
G-UKFR Fokker 100	1456
PH-SDR DHC-8	1519
G-JETX JetRanger	1625
G-MAJL Jetstream 41	1724
G-JEAF Friendship	1823
OO-DJX Avro 146 RJ85	1940
G-MAJC Jetstream 41	2031
G-BVTE Fokker 70	2057
G-JEAF Friendship	2115
G-BVKC Boeing 737 500	2158
G-JSJM Airbus 321	2304

	G-DEGR King Air 200	2354	EI-TLF Airbus 320	2359
26 Monday				
	EI-FKB Fokker 50	0845	G-BVVC Boeing 737 500	0925
	G-MAJL Jetstream 41	0930	G-GNTB SAAB 340	0931
	G-JEAE Friendship	0934	G-MAJC Jetstream 41	0942
	G-BLZT Short 360	0954	G-WVIP Cessna 421C	1000
	EI-CJI Boeing 737	1009	G-UKFK Fokker 100	1020
	PH-SDR DHC-8	1043	G-BVTE Fokker 70	1120
	G-BRXZ Robinson R-22B	1126	OE-6SC Falcon 10	1153
	G-BODY Cessna 310R	1232	G-BVVC Boeing 737 500	1243
	G-BABH Cessna F150L	1248	G-JETX JetRanger	1339
	G-MAJC Jetstream 41	1401	G-GNTB SAAB 340	1427
	G-JEAE Friendship	1459	G-OBMX Boeing 737 500	1506
	PH-SDR DHC-8	1522	G-BLZT Short 360	1600
	G-BVTE Fokker 70	1650	G-MAJC Jetstream 41	1706
	G-MAJL Jetstream 41	1710	G-GNTB SAAB 340	1722
	EI-TLF Airbus 320	1726	EI-CJI Boeing 737	1755
	EI-FKE Fokker 50	1758	G-SUEC Airbus 320	1801
	G-OBMX Boeing 737 500	1834	G-JEAE Friendship	1837
	G-BLZT Short 360	1925	OO-DJK Avro 146 RJ85	1936
	G-MAJL Jetstream 41	2003	G-UKFR Fokker 100	2021
	G-MAJC Jetstream 41	2024	G-GNTH SAAB 340	2044
	G-BVTE Fokker 70	2106	G-JEAE Friendship	2145
	G-OBMX Boeing 737 500	2149	OO-DJY Avro 146 RJ85	2240
27 Tuesday				
	G-DASI Short 360	0230	EI-TLJ Airbus 320	0500
	G-HUGG Lear Jet 35A	0803	EI-FKA Fokker 50	0851
	G-OBMX Boeing 737 500	0921	G-MAJL Jetstream 41	0927
	G-GNTH SAAB 340	0943	G-MAJC Jetstream 41	0946
	EC-FYF Boeing 737 300	0958	G-DASI Short 360	1002
	G-UKFF Fokker 100	1009	EI-DOA Boeing 737	1020
	G-JEAE Friendship	1032	G-BVTE Fokker 70	1053
	G-OBMX Boeing 737 500	1245	G-MAJC Jetstream 41	1404
	G-JEAE Friendship	1459	G-UKFR Fokker 100	1503
	G-BVZI Boeing 737 500	1519	PH-SDR DHC-8	1535
	G-BVTE Fokker 70	1646	G-MAJL Jetstream 41	1712
	G-MAJC Jetstream 41	1717	G-GNTH SAAB 340	1729
	EI-CLY BAe 146 300	1749	EI-CKP Boeing 737	1752
	G-JEAE Friendship	1818	G-BVZI Boeing 737 500	1831
	G-DASI Short 360	1858	OO-DJK Avro 146 RJ85	1930
	G-UKFR Fokker 100	2002	G-MAJL Jetstream 41	2012
	G-GNTH SAAB 340	2021	G-BVTE Fokker 70	2057
	G-MAJC Jetstream 41	2100	G-BVZI Boeing 737 500	2142
	G-YJBM Airbus 320	2145	G-JEAE Friendship	2149
	OO-OJZ Avro 146 RJ85	2253		
28 Wednesday				
	D-IJYP CitationJet	0635 0737	G-BWOM Citation II	0820
	EI-FKD Fokker 50	0842	G-MAJL Jetstream 41	0920
	G-GNTH SAAB 340	0934	G-BVZI Boeing 737 500	0937
	G-JEAE Friendship	0949	G-DASI Short 360	1002
	G-MAJC Jetstream 41	1006	EI-CKP Boeing 737	1018
	G-UKFN Fokker 100	1020	VP-CPR Cessna 421C	1025
	SB-DBB Airbus 320	1029	PH-SDM DHC-8	1056
	G-BVTE Fokker 70	1141	G-BODY Cessna 310R	1149
	G-BVZI Boeing 737 500	1254	G-MAJC Jetstream 41	1403
	G-JEAE Friendship	1505	G-UKFR Fokker 100	1533
	G-GNTH SAAB 340	1536	PH-SDT DHC-8	1545
	G-BVVC Boeing 737 500	1550	G-BVTE Fokker 70	1640

G-MAJL Jetstream 41	1705	G-MAJC Jetstream 41	1713
EI-FKA Fokker 50	1722	EI-CKP Boeing 737	1731
G-JEAE Friendship	1812	G-GNTH SAAB 340	1836
G-DASI Short 360	1838	G-BVZE Boeing 737 500	1900
OO-DJD Avro 146 RJ85	1930	D-IJVP CitationJet	1944 2118
G-MAJL Jetstream 41	2014	G-UKFR Fokker 100	2031
G-MAJC Jetstream 41	2040	G-BVTE Fokker 70	2057
G-JEAE Friendship	2109	G-BXDL Boeing 757	2121 2222
G-GNTH SAAB 340	2132	G-BVZE Boeing 737 500	2159
OO-DJL Avro 146 RJ85	2308		
29 Thursday			
G-OBMF Cessna 310K	0452	EI-TLF Airbus 320	0653
EI-FKA Fokker 50	0844	G-BVZE Boeing 737 500	0928
G-MAJL Jetstream 41	0933	G-GNTH SAAB 340	0935
G-MAJC Jetstream 41	0942	G-DASI Short 360	0951
G-JEAE Friendship	0956	G-UKFI Fokker 100	1008
EI-CNY Boeing 737	1010	PH-SDU DHC-8	1024
G-BVTE Fokker 70	1101	G-JSJK Airbus 321	1224
G-BVZI Boeing 737 500	1321	G-ODDV Boeing 757	1340
EC-GHD Boeing 737 300	1347	G-MAJC Jetstream 41	1359
G-JEAE Friendship	1501	G-BVKC Boeing 737 500	1522
G-FPCL GA-7 Cougar	1530	PH-SDM DHC-8	1531
G-BODY Cessna 310R	1546	G-UKFR Fokker 100	1558
G-BVTE Fokker 70	1653	G-MAJC Jetstream 41	1702
G-MAJL Jetstream 41	1714	G-GNTH SAAB 340	1723
EI-TLF Airbus 320	1734	EI-FKE Fokker 50	1738
EI-CNY Boeing 737	1745	G-JEAE Friendship	1805
G-BVKC Boeing 737 500	1827	G-DASI Short 360	1859
OO-DJN Avro 146 RJ85	1915	G-MAJL Jetstream 41	2017
G-GNTH SAAB 340	2024	G-MAJC Jetstream 41	2035
G-BVTE Fokker 70	2054	G-UKFR Fokker 100	2100
G-OBMF Cessna 310K	2115	G-JEAE Friendship	2121
G-BVKC Boeing 737 500	2144	OO-DJZ Avro 146 RJ85	2253
30 Friday			
EI-TLF Airbus 320	0148	G-JSJK Airbus 321	0201
G-DASI Short 360	0231	EI-FKE Fokker 50	0847
G-JEAE Friendship	0923	G-MAJL Jetstream 41	0929
G-BVKC Boeing 737 500	0932	G-GNTH SAAB 340	0934
G-MAJC Jetstream 41	0937	G-ORJB Citation I	0938
G-DASI Short 360	0955	G-UKFE Fokker 100	1006
EI-CNZ Boeing 737	1021	PH-SDP DHC-8	1035
VP-CSC Citation V	1037	N746CX Citation II	1212
G-BVTE Fokker 70	1217	G-NHRH PA-28 Cherokee	1244
G-BVKC Boeing 737 500	1251	G-MAJC Jetstream 41	1356
G-GNTH SAAB 340	1422	G-BIHE Cessna FA152	1423
G-IEMO Lear Jet 35A	1433	G-BAVZ PA-28 Aztec	1445
G-JEAE Friendship	1459	G-UKFR Fokker 100	1512
G-OBMR Boeing 737 500	1516	PH-SDU DHC-8	1523
EI-CNY Boeing 737	1622	N37MC Cessna 401 DIV	1700
G-WYPA Bolkow 105DBS/4	1700	G-BVTE Fokker 70	1715
G-MAJL Jetstream 41	1718	G-BXTA Airbus 320	1721
G-GNTH SAAB 340	1725	G-MAJC Jetstream 41	1729
EI-CSK BAe 146 200A	1732	EI-CNY Boeing 737	1749
EI-TLI Airbus 320	1754	G-JEAE Friendship	1817
EI-TLJ Airbus 320	1822	G-OBMR Boeing 737 500	1836
Z6993 Islander AL.1	1909	G-RATE AASA Cheetah	1913
OO-DJK Avro 146 RJ85	1928	G-DASI Short 360	1942
G-UKFR Fokker 100	1950	G-MAJL Jetstream 41	2026

G-GNTH SAAB 340	2028	G-JSJK Airbus 321	2047
G-MAJC Jetstream 41	2051	G-BVTE Fokker 70	2059
G-JEAE Friendship	2124	G-BVJC Fokker 100	2207
G-DBMR Boeing 737 500	2228	OO-DJO Avro 146 RJ85	2238
EC-GUR Airbus 320	2247	EC-FZZ Boeing 737 400	2344
31 Saturday			
G-BYAS Boeing 757	0114	EI-TLJ Airbus 320	0130
EI-TLI Airbus 320	0207	G-JSJK Airbus 321	0412
EI-TLF Airbus 320	0706	EI-FKF Fokker 50	0842
G-BVJC Fokker 100	0931	EI-CNY Boeing 737	1018
PH-SDM DHC-8	1025	G-UKFA Fokker 100	1034
G-BVTE Fokker 70	1158	EI-TLJ Airbus 320	1205
G-BVJC Fokker 100	1251	G-JSJK Airbus 321	1319
G-UKFA Fokker 100	1435	EC-GDM DC9 83	1631
G-BGXS PA-28 Dakota	1635	EC-GBA DC9 83	1706
EI-FKB Fokker 50	1731	G-ILTS Cherokee Six	1739
G-JEAE Friendship	1839	G-BVZI Boeing 737 500	1907
G-UKFA Fokker 100	1944	EI-TLF Airbus 320	2042
G-JSJK Airbus 321	2044		

From & To

01) OE-GCF/Budapest: 03) XZ309/Shawbury;PH-KOS/Popham;D-COKE/Tenerife:
 06) ZG993/Plockton: 07) N220SC/Guernsey;N319SC/F & T Luton;D-HCKV/York;OY-NPA/
 Luton: 08) N459LJ/Jersey;D-CARA/Frankfurt;ZD574/Odiham: 09) XZ309/York;SE-DVD/
 Nice: 11) OY-JRO/Guernsey: 12) F-GXAB/Poutivy;VP-CPR/Guernsey: 13) N459LJ/
 Jersey: 14) N800LA/Amsterdam;N220SC/Guernsey;ZG847/Wattisham: 15) ZG847/
 Cranwell;XX405/Wattisham;ZG993/Belfast;N459LJ/Biggin Hill: 17) N459LJ/Jersey-
 Reykjavik: 18) N93TX/Keflavik-Stansted: 19) I-JESO/Bologna;D-EDCA/Maastricht;
 40109/Lakenheath: 20) N120PM/Pontiac(Michigan USA);VP-CFG/Kidlington;N93TX/
 Luton-Le Bourget: 21) N220SC/Wellesbourne: 22) ZJ247/Leconfield: 26) OE-GSC/
 Barcelona: 28) D-IJYP/Cologne-Dusseldorf and return;VP-CPR/Jersey: 30) VP-CSC/
 Dusseldorf;N746CX/Brize Norton-Cambridge;N37WC/Lossiemouth;ZG993/Farnboro:

Overshoots

01) ZF413/LOP59;ZF514/LOP56;ZF413(again)/LOP10;ZF350/LOP42Y: 02) ZF161/LOP56;
 ZF137/LOP10;ZF448/LOP34Y: 04) G-AZFI: 05) ZF405/LOP56;G-OBLC;ZF416/LOP85Y:
 10) G-TSAM: 14) XV292/Ascot655;XX500/CWL04;XX714/UAX83: 15) XX497/CWL74:
 19) ZF445/LOP48: 20) XX497/CWL78;ZF446/LOP35: 21) XX632/UAX30: 22) XX622/UAX91:
 26) XX496/CWL76:

LBA Movements review, October 1998

First foreigner of the month was the Lear Jet 55 OE-GCF of Schaffer GmbH on the 1st arriving from Budapest. Cessna 172 PH-KOS was from Popham on the 3rd whilst on the same day Lear Jet 35A D-COKE was on an ambulance flight from Tenerife. On the 4th Cessna 421C VP-CPR made the first of only three visits this month, it was back on the 12th and the 28th. Another of our regulars making only three visits during the month was the Guernsey based Cheyenne 2 N220SC which was noted on the 7th, 14th and 21st, each time using the callsign "Sark 01". Lear Jet 31 N319SC was from and to Luton on the 7th and the Metro 3 OY-NPA on the same day was inbound from Luton as "Northflying 163E".

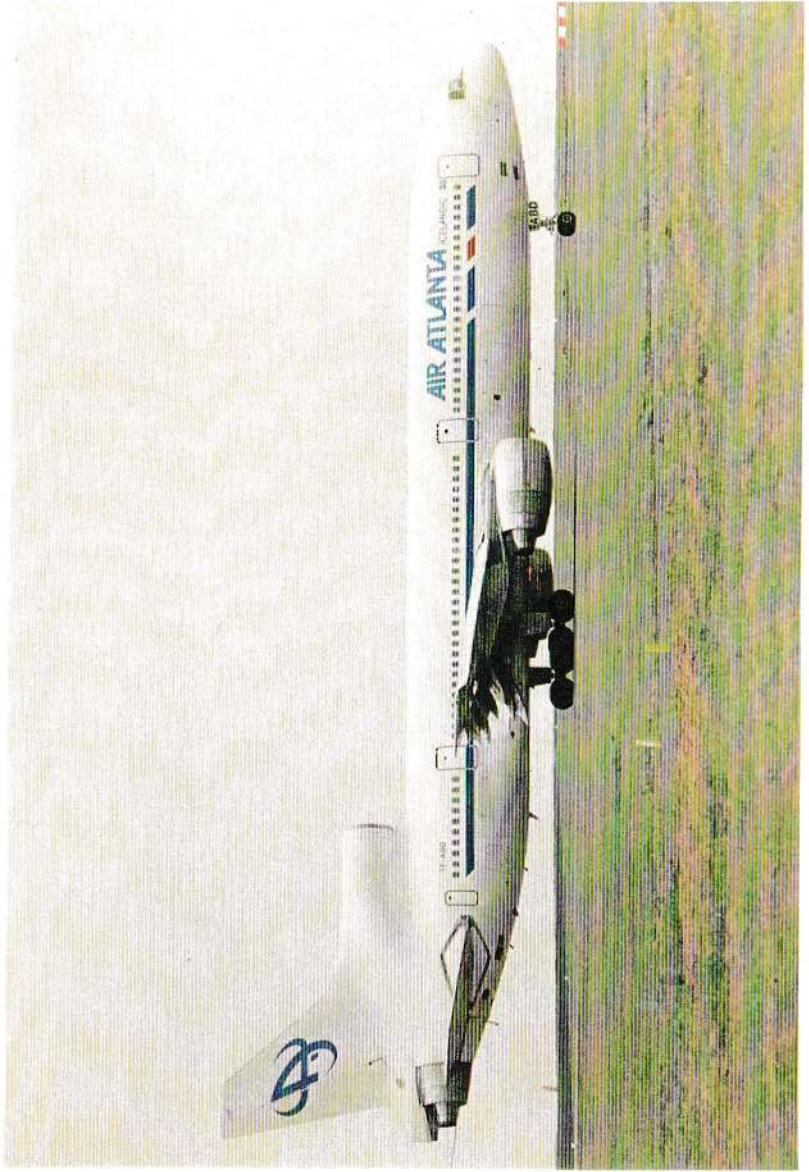
A rarity on the 7th was a German registered helicopter, Agusta A.109 D-HCKV came in from York. The Jersey based Lear Jet 45 N459LJ has been quite regular during the last couple of months and this month saw it visiting us on the 8th, 13th, 15th and 17th, however this last visit on the 17th was from Jersey to Keflavik so this may mean that its lease is up and N4545 is now due to be delivered to Jersey. On the 8th Beech 1900 D-CARA of Euroexpress was from Frankfurt as "EEX181" and on the 9th the HS 125 SE-DVD arrived from Nice. Danish Air Transport's King Air B90 OY-JRO operated as "Dantrans 689" when it arrived from Guernsey on the 11th and King Air A100 F-GXAD of UNIMAT SA arrived from its base at Pontivy early on the morning of the 12th.

Citation II N800LA was an extremely early visitor on the 14th when it arrived at 0204 from Amsterdam, later in the day Friendship PH-FNV of Tulip Air arrived from Luton as "FRN814F" on a freight charter. Citation VII N93TX of Textron Inc came from Keflavik on the 18th and departed to Stansted the following day, it returned on the 20th from Luton to Le Bourget. Night stopping on the 19th from Bologna in Italy was the Citation II I-JESO, also visiting from Maastricht was the V-tailed Bonanza D-EDCA. Gulfstream IV N120FM arrived from Pontiac/Oakland in Michigan in the USA on 20th and the elderly Citation I VP-CFG called in from Oxford the same day. Our second Austrian biz-jet of the month was the Falcon 10 OE-GSC operated by Tyrolean Jet Services which was from Barcelona on the 26th.

Visiting twice on the 28th was the Cessna 525 Citationjet D-IJYP which is owned by Chem Trans Logistic according to the register. Coming from Dusseldorf on the 30th was the Citation V Ultra VP-CSC of Stadium City, a slightly newer machine on the same day was the Citation X N746CX which called in en route Brize Norton to Cambridge. Also on the 30th the Cessna 401 N37WC diverted in with an electrical failure whilst going from Lossiemouth to Liverpool, the police helicopter G-WYPA flew alongside him on finals to guide him in. After a night stop it returned to Liverpool where it is based.

Among the military this month we have had the Islander AL.1 ZG993 as "Army 338" on the 6th and 15th then again as "Army 351" on the 30th and Islander AL.1 ZG847 as "Army 555" on the 14th and 15th. Gazelle AH.1 XZ309 was "Army 365" on the 3rd and "Army 331" on the 9th. Gazelle AH.1 XX405 was "Army 744" on the 15th. On the 9th the Chinook ZD574 was "SHF 491" and on the 21st we had our first Squirrel in military marks when ZJ247 was "Army 169". The US supplied C21A 40109 as "Clue75" on the 19th from Lakenheath. On the 19th we had T67's G-BONT as "CWL 83" along with G-BNSO as "CWL 82" and the following day G-BONT was again "CWL 83" but this time "CWL 82" was G-BLVI.

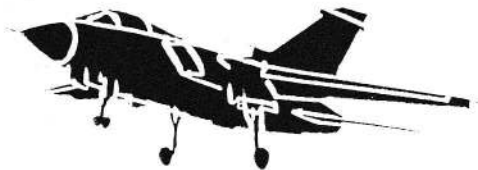
The Emerald Airways HS 748 G-EMRD positioned in on the 1st to do the Gill route to Edinburgh whilst on the 9th the Titan ATR-42 G-BUPS was noted on the Midland Glasgow route. Titan were in evidence again on the 16th when ATR-42 G-ZAPJ came in to do the Jersey European flights to Belfast City. Positioning in as "Sabre 12P" on the 19th was Boeing 737 800 G-OKDN to fly Leeds United to Rome, Monarch's Boeing 757 G-MONK flew out spectators the following day. Britannia have had a bad month for time-keeping resulting in aircraft being very late and a number of substitutes being made, Boeing 767 HI-CLS did the "Britannia 488B" flight inbound from Ibiza on the 3rd. New resident this month is a fourth Robin for the flying school at Multiflight, G-BXVK arrived on the 9th. The Katana's have all now left the Yorkshire Aeroplane Club and are no longer resident. Also departed is Baron G-BSDY which has been sold in France and Jodel D.11 G-BAZM which has moved to a private site near the East Coast. Cessna 172R G-RSWO which was reported sold has not been sold yet but is for sale and is still here.





1997





Military News

Eric Martin.



PROCUREMENT NEWS

The first of the WAH-64D Longbow Apaches, 67 on order by the UK, was handed over by Boeing at the end of September. There has been no report of the problems with the Longbow Apache reported in the November issue.

After a delay of almost two years, Lockheed-Martin handed over the first (of 25 ordered) C-130J Hercules to the MOD for testing at Boscombe Down at the end of August. More on the C-130J in a future issue. Tenders have been issued for the strategic aircraft requirements promulgated in the Strategic Defence Review. Aircraft under consideration for the short-term requirement include the An-124, C17, MD17 (a proposed civil version of the C17), Beluga and Il76. No announcement has been made about the aircraft under consideration for the long-term requirement.

A firm order for the Typhoon has been signed, comprising 148 aircraft, with 44 being allocated to Germany, 29 to Italy, 20 to Spain and 55 to the UK. The feasibility of adapting the Typhoon to the new Royal Navy large carriers is being considered, but the projected Joint Strike Fighter (JSF) is still the prime candidate.

Credits: Military Aviation Review
Air League Newsletter

TTTE DISBANDS WITH HANGAR PARTY

The Tornado Trinational Training Establishment (TTTE) based at RAF Cottesmore, the unit which has been responsible for training all Tornado GR1 aircrew from the UK, Germany and Italy, is to mark its disbandment with a hangar party on Saturday, 13 March 1999. The event is open to anyone who has ever served with TTTE and I have the necessary application information. Cottesmore is to be the home of the Harrier, in place of Wittering, with three squadrons to move in after the departure of the Tornados.

Credit: RAF News

SPARE-PARTS CRISIS FOR F3

RAF squadrons are reported to be having difficulties in keeping their full complements of Tornado F3s in flying condition, due to shortage of spares. The life of the F3 has had to be extended due to the delays in the Typhoon programme. New electronic equipment, essential to update the F3, has been fitted to aircraft supplied to Italy, but not to RAF aircraft, so the equipment has had to be borrowed from the Italians! Additionally, spares to keep the RAF F3s serviceable have been in short supply.

Credits: Lesley Kilbey
Daily Mail

MASTERS OF DEFENCE

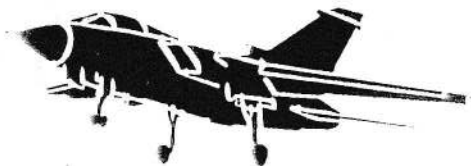
The methods used in Master of Business Administration (MBA) postgraduate programmes are being applied to Defence Studies at two establishments – the Royal Military College of Science and Cranfield University, in the introduction of Master of Defence Administration (MDA) degree schemes. The MDA is designed around the needs of officers of at least group captain rank and is attracting candidates from overseas.

Credit: The Times

MORE ON MILITARY JET AEROBATIC TEAMS

On a recent holiday in Switzerland, I spent a day in Lucerne and, to avoid the rain, visited the Swiss Transport Museum, which includes a substantial aviation section. I rounded a corner and couldn't believe my eyes – having written the article for the October issue before going on holiday, I found display cases showing ephemera (helmets, badges and other items) of the Red Arrows, Frece Tricolori, Patrulla Aguila and Patrouille Suisse. I entered a 'competition draw' with ten prizes (the best being a day with the Patrouille Suisse) but didn't even win tenth prize!

Please send any information for inclusion on this page to:
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Military Matters

Eric Martin.



MILITARY AVIATION MUSEUMS BRAVO II DUXFORD AIRFIELD

Not exclusively military, but based on a preserved Battle of Britain fighter station, Duxford includes over 140 aircraft and is one of the world's largest collections of preserved military and civil aircraft. The collection includes aircraft owned by or on loan to the Imperial War Museum (see also the first article in this series, last month) and the Duxford Aviation Society and some belonging to private owners. Also on the airfield is the superb American Air Museum, which now includes the American aircraft formerly held in the main museum. The site also includes an exhibition on the history of the airfield and a Battle of Britain Operations Room, restored to its full wartime appearance. Aircraft restoration work is being carried out daily and the workshops may be viewed.

If all of the above isn't sufficient, the Imperial War Museum's Land Warfare Exhibition includes tanks and other military vehicles. These are displayed in simulated battlefield settings and are well worth a viewing even if ground-based transport is not usually of interest.

The American Air Museum alone is worth a visit to Duxford, it merits a separate article which will appear in the next issue.

A full listing of the 140+ exhibits would be unduly tedious; the listing below highlights some of the more 'unusual' items and a summary of some of the others. A full list is available to anyone interested.

Bucker Jungman	E3B-153
Bucker Jungmeister	G-AYSI
Cierva C.30A	G-ACUU
11 de Havilland aircraft	
Fiat G46	
2 Meteors	
3 Hunters	
5 Hurricanes	
4 MiGs	
8 Spitfires	
4 Yaks	



On the day of my most recent visit, with a companion, we were waiting outside for the museum to open at 10am. Apart from a short break for lunch, we were on the move all the time and had not exhausted the site's possibilities by closing time at 6pm! The airfield is located on the A505 next to Junction 10 of the M11. For me, it's a long haul to Cambridge, so I night-stopped at Leicester on the previous night (courtesy of Jean & Ted Bates, Ted also drove me from their home to Duxford). Duxford is a 'must' for a future Society trip; put my name down now - I'll go back any time, if only for the American Air Museum, of which more next month.

Credit: Aeroplane Monthly

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

It seems rather strange to be sat here at the end of October starting my section and having to wish each and every one of you a Merry Christmas and a Happy New Year. However may your stockings be full of aviation related gifts, and all your aeroplanes in 1999 be rare ones.

I would also like to take the opportunity to thank all those who have contributed to this section over the last 12 months, in particular Marcus Mitchell, who send enough information via the internet to produce 90% of this section. A big thanks to those who send me info., but for various reasons prefer to stay anonymous, and finally to another regular contributor, who does certainly not remain anonymous, thats Harry Morrow !!

LEEDS/BRADFORD NEWS

The airport celebrated its 30th consecutive month of year on year passenger growth in September. 142,631 passengers used the airport in September, an increase of 8% on September 1997. The figures took the total number of passengers using the airport in 1998 past the 1 million mark. The route with the largest growth was Paris, which rose by 106%. (The growth figure gives for CDG gives an actual passenger load of 5,500, for the route in September which equates to a load factor of 50%).

Significant changes to scheduled flights for this winter are among the news items below:-

Aer Lingus have again changed the evening flight to a tea time flight from October 26th (EI367 arrives at 1740 and EI369 departs at 1830). Another change, which mirrors last winter is the dropping of the Sunday morning rotation.

British Midland dropped the mid day Fokker 70 Paris flight from 9th November. It is assumed they will reinstate this next Spring. The early morning service now departs 1/2 an hour earlier at 0700.

As mentioned in the winter timetable British Midland have adjusted the 414/415/416/417 Heathrow afternoon flights, meaning there is now a cross over of aircraft. B.M.A. claim will allow longer turnaround times and help protect the schedule from ATC delays and diversions.

Britannia certainly ended the summer season in style, thanks to yet more technical problems with the leased in Transaer A.320. The aircraft, EI-TLF, caused chaos and disruption to the Friday flights on October 29th, with one flight (BY039A/B) operating 22 1/2 hours late. Passengers were loaded twice in the first twelve hours of the delay. Friday morning, the aircraft finally pushed back after sorting the tech problem out overnight. Unfortunately one engine would not start. By this time the passengers were almost rioting. Britannia insisted that Transaer send a replacement aircraft from Dublin, and this was due in at 1330 on Friday.

This aircraft unfortunately went tech in Dublin, and eventually arrived at 1730, only to suffer a flat battery. However the battery was transferred from EI-TLF and the flight finally departed. The story made the lead story on the 1800 Friday evening Calendar news. The article showed pictures of extremely angry and upset passengers, many of whom were in

tears. The passengers who were interviewed left viewers in doubt about their feelings towards Britannia. Britannia themselves refused to appear in front of the cameras, but issued a short statement saying that Safety was their number one concern.

Poor Andy Rackham appeared in front of the cameras as airport spokesperson. A difficult task in view of the fact, of course it was clearly not the fault of the airport authority. However the sight of holiday makers in tears been beamed out across the Y.T.V. area does the airport no favours.

Lets just hope the good thing that comes out of this is that Britannia/Thompsons get the message. I know many of us joke about the miserable, moaning Britannia pilots, but at least the aeroplanes work. On a personal note many non aviation minded work colleagues and friends have quizzed me about the A.320s and expressed a much stronger preference for the Boeing 757. Many complain about having to make tech. Stops, lack of televisions, audio equipment (on specific aircraft) no ice because the ice making machines broken and unserviceable toilets.

However bad news, although no official confirmation has been received about what will operate next summers flights, the last Transaer which departed on the following Sunday morning, thanked the Leeds controllers for their help, and said ' see you next year '. I think the majority of people who have anything to do with the airport, sincerely hope not !

CityFlyer will return to LBA next summer, with a Jersey flight on Saturdays using ATR-42 equipment.

Jersey European are rumoured to be interested in commencing a Leeds to Gatwick service. It is anticipated the service will commence when slots become available. This may well be when BA & AA merge and relinquish some of their slots. When Cityflyer terminated the service, passenger figures were of the increase. In the 12 months to December 1997 the route handled 50,684 passengers an increase of 32% over 1996. The route was continuing to grow in 1998, passenger figures for the period January to March of 1998 were 10,932 some 24% higher than the same period in 1997.

KLM uk have retimed their early morning departure to 0610. The reason for this is to counter ATC delays at Schiphol which have led to passengers missing their onward connections.

Pegasus will be a new operator next summer on behalf of First Choice for its Turkish flight. The flight operates via Hannover on the outbound sector.

Looking to the future Airtours have apparently introduced a Leeds to Malta flight next summer, operating of Tuesdays. The decision is due to ' demand and requests '. Arrival time is 1415 with a Boeing 737 of Air Malta. The flight does not appear in current brochures, but should appear in edition 2 of the Airtours Summer '99 brochure.

The winter brochures for 1999/2000 are starting to appear in the travel agents. Sadly there is not much to report as far as the Leeds/Bradford programme is concerned. The Thompson programme is as per current Winter schedule, with the exception of the Saturday Palma / Alicante rotation which has been dropped. Consequently there will be a based aircraft, operating 7 flights a week. From the brochure there does seem to be fewer flights on offer from many of the UK airports, however with 5 weekly flights Humberside will have almost as many as LBA !

Airtours schedule looks identical to this winters, with the only difference being a Saturday flight, which will run from the beginning of February. The timings of the midweek flights suggest that once again we will have a based aircraft.

AIRPORT NEWS

Madrid work commenced here on November the 5th on the airports third runway. At 4,400 meters Madrid is claiming it will be the longest runway in Europe. The designation will be 36L / 18R. This is a series on improvements at Madrid, including the opening of a new Tower last October, designed to increase capacity to 75 movements per hour.

Manchester, further improved/new flights include Emirates with a daily A.330 to Dubai (non-stop) from April 99. Finnair twice daily MD-80s from April, Sabena increase to 5 daily flights and equipment change to A.319 from next August (approx). Singapore will increase frequency on their Singapore - Manchester service to 6 times a week. Scandinavian are expected to introduce Boeing 737-600s on two of their afternoon flights to Stockholm and Copenhagen from December. Possibles include Continental to Houston and Virgin to Newark or JFK.

The airport is due to receive approximately 10 aircraft for winter storage including 4 Boeing 747's and two Transaero Boeing 757's.

Tees-side are expected to announce a major cargo expansion in the near future. The airport anticipates an extra 8000 aircraft movements if the £300 million initiative is allowed to proceed. Work has just commenced at Tees-side on a £1 million runway widening contract to enable handling of larger aircraft.

AIRLINE NEWS

Aeroflot have been banned from flying their Boeing 737-400's into German airspace, apparently because the aircraft are registered in Bermuda not Russia !

British Airways now serves more destinations from Gatwick (122) than from Heathrow (109). B.A. is to stake a 10% stake in Iberia to expand the One World alliance. B.A. will also codeshare with Emirates on the Manchester to Dubai route, in return Emirates will codeshare on Heathrow-Abu Dhabi B.A. flights.

British Cargo Airline Alliance (BCAA) has been formed by Air Foyle, Channel Express, Atlantic Airlines and Heavylift Cargo Airlines.

British Midland have announced a multi million pound order for Embraer EMB-145s. 10 will be delivered early next Spring.

Cyprus Airways was forced to shelve plans to introduce non-smoking flights after cabin staff threatened not to comply in protest at the exemption of pilots from the ban.

Flying Colours may combine with **Caledonian** flowing plans to merge their parent tour operating companies Thomas Cook and Carlson Leisure. This has to be approved by the Monopolies Commission, and if approved the carriers would operate under one name. No decision has been reached which name will survive

Philippine Airlines resumed domestic services on the 7th October with 9 aircraft (4 x B737-300, 3 x A330 and 2 x A320). International services resumed on 29th October with flight PR102 operating Manila to Los Angeles using a B.747-400. This follows a union agreement to a 10 year no strike deal in exchange for 20% equity share in the airline.

Ryanair said it will stop expansion at Stansted if the airports owner, BAA, increases landing charges next year to make up for earnings it will lose when duty-free sales are abolished by the EU.

Swissair has suspended use of its inflight entertainment systems on its MD-11 aircraft. This follows the discovery of damaged wires on the wreck of MD-11 HB-IWF.

Virgin Atlantic is again attempting another confrontation with British Airways. The latest plan is to lease a Concorde from Air France and compete with flights from Heathrow. Virgin said it would undercut B.A. by several hundred pounds if it got the aircraft.

A spokesman said ' We would love to add Concorde to our fleet. We did try three years ago and got very close to agreeing a deal with Air France, but eventual it didnt work out. It is a great marketing tool, which B.A. has used in an anti-competitive manner by up grading passengers to Concorde from traditional transatlantic flights '.

Virgin Express said it has formed an Irish subsidiary, Virgin Express (Ireland) Ltd., to be based at Shannon.

The latest round of bilateral talks between the U.S. and U.K. ended after just two days when U.S. negotiators walked out, claiming there was no possibility of making progress on any of the outstanding core issues. The outcome was a huge blow for the AA/BA alliance and B.A. shares tumbled.

AIRCRAFT NEWS

The FAA unveiled the Ageing Transport, non structural System plan, intended to address issues dealing with ageing electrical wiring and other systems raised out of the continuing investigation into the loss of TWA Flight 800.. Meanwhile the FAA is proposing to require airlines to inspect Boeing 737-100/200/300/400/500 series aircraft to detect and repair fatigue cracks on the forward pressure bulkhead.

Boeing have increased the Boeing 737 production rate from 14 to 21 aircraft per month. They plan to complete 1 Boeing 737 each business day.

OTHER NEWS

Many articles in this section, and indeed in other aviation magazines refer to freedoms, such as Fifth Freedom etc. The question is what do all these freedoms mean. Well here is the answer.

- | | |
|-----------------|---|
| First Freedom | To overfly one country en-route to another |
| Second Freedom | To make a technical stop in another country |
| Third Freedom | To carry passengers from the home country to another country. |
| Fourth Freedom | To carry passengers to the home country from another country. |
| Fifth Freedom | To carry passengers between two countries by an airline of a third country on a route with origin / destination in its home country |
| Sixth Freedom | To carry passengers between two countries by an airline of a third country on two routes connecting to its home country |
| Seventh Freedom | To carry passengers between two countries by an airline of a third on a route outside its home country |
| Eighth Freedom | To carry passengers within a country by an airline of another country on a route with origin / destination in its home country (Also known as Cabotage) |
| Ninth Freedom | To carry passenger within a country by an airline of another country (Also known as stand alone cabotage). |

Eighteen Alitalia aircraft got stuck on landing at Milan, on November 6th, after a resin laid by workmen installing a runway lighting system started to melt in early morning sunshine. The melting resin wrapped itself the wheels of Alitalia aircraft, and gummed them up with Stones and debris. With only eight sets of spare tyres on hand, there were not enough replacements for all the planes.

CREDITS ABN, Aircraft Illustrated, AVDB98, Mach 3 E-mail site (and all it's contributors), Sunday Times, Lee Collins, Mark Gerrard, Nigel Harrod, Marcus Mitchell, Harry Morrow, Pete Smith, Brian Stockton

AIR YORKSHIRE COMMERCIAL CHRISTMAS COMEDY CRACKER



BY DAVID WOOLER

Over the year many items have appeared on the internet under the heading FUN. I have saved these up over the year to give members a laugh as we run up to the festive season.

First some actual quotes from Chicago O'Hare Air Traffic.

"Approach, N923, how far from the airport are we in minutes?"

"N923, the faster you go, the quicker you'll get here."

"AmTran 726, sorry about that, Centre thought you were a Midway arrival. Just sit back, relax and pass out some more cookies....we'll get you to Milwaukee."

"Approach, what's our number in traffic?"

"Station calling for number in traffic, I missed your callsign, but if I find out what it is, your last."

"Approach UAL525, what's that aircraft doing at my altitude?"

"UAL525, what makes you think it's YOUR altitude, Captain?"

"American 751 make a left hand 360 in your present position

"Do you know it costs us two thousand dollars to make a 360 in this aeroplane?"

"Roger, give me four thousand dollars worth!"

"Eastern 702 contact departure 124.7"

"Eastern 702 switching to departure.....by the way as we lifted off we saw some kind of dead animal on the far end on the runway"

"Continental 635, cleared for take-off....did you copy the report from the departing Eastern."

"Continental 635 were clear for take off....and yes we copied that and we've notified our caterers."

Now some apparent actual announcements that have been made by cabin/cockpit crew.

SAFETY ANNOUNCEMENTS: "There may be 50 ways to leave your lover, but there are only four ways out of the aeroplane."

"Your seat cushions can be used for flotation, and in the event of an emergency water landing, please take them with our compliments"

"Should the cabin lose pressure, oxygen masks will drop from the overhead area. Please place the bag over your own mouth and nose before assisting children or adults acting like children."

"Welcome aboard Southwest Flight xxx to yyy. To operate your seatbelt, insert the metal tab into the buckle, and pull tight. It works just like every other seatbelt, and if you don't know how to operate one, you probably shouldn't be out in public unsupervised. In the event of a sudden loss of cabin pressure, oxygen masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child travelling with you, secure your mask before assisting with theirs. If you are travelling with two small children, decide now which one you love more."

PRE FLIGHT ANNOUNCEMENTS: "Smoking in the lavatories is prohibited. Any person caught smoking in the lavatories will be asked to leave the plane immediately."

PILOT IN FLIGHT ANNOUNCEMENTS : "We are pleased to have some of the best flight attendants in the industry.....Unfortunately none of them are on this flight."

"Folks, we have reached our cruising altitude now, so I am going to switch off the seat belt sign. Feel free to move about as you wish, but please stay inside the plane till we land....it's a bit cold outside, and if you walk on the wings it affects the flight pattern."

"Weather at our destination is 50 degrees with some broken cloud, but they'll try and have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."

PILOT AFTER LANDING:"Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

"As you exit the plane, please make sure you gather all your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

"We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurised metal tube, we hope you'll think of us here at US Airways".

ANNOUNCEMENTS AFTER BAD LANDINGS: "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

"That was quite a bump and I know what ya'll thinking. Im here to tell you it wasn't the pilots fault, it wasn't the airlines fault, it wasn't the flight attendants fault....it was the asphalt."

"Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seatbelts fastened while the Captain takes whats left of our airplane to the gate."

"We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

"Ladies and Gentlemen, please remain in your seats until Captain Crash and the Crew have brought the aircraft to a screeching halt up against the gate. And once the tyre smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage the terminal."

And finally a few airline acronyms

LUFTHANSA	Let us fondle the hostess and not say anything
SABENA	Such a bad experience, never again
ALITALIA	Always late in take off, always late in landing or Airplane lands in Turin, All luggage in Athens
SWISSAIR	Swiss Women in short skirts are invariably rogered
QANTAS	Queer and nasty types as stewards
TAP	Take another Plane
TWA	Try Walking Across Travel without Arrival The Worst Airline Travel with Arabs Terrorists Welcome Aboard
	Tiny Wings A'flapping
MALEV	Many Awful Landings Encourage Vomiting
DELTA	Don't even leave the Airport Delays even longer than American Departing Even Later than anticipated
EI AI	Every Landing Always late
PIA	Please inform Allah Panic In Air
GARUDA	Get Another Reservation Unless Dead Already
TACA	Take A Chance Airline
SAHSA	Stay at Home, Stay Alive
ETOPS	Engines Turn or Passengers Swim

further **AFIELD** global TOPICS

Welcome to the final Further Afield of 1998 (who said don't bother next year!) so before we continue may I wish all our members/readers a very good Christmas and a great 1999. The festive season seems to go hand in hand with quizzes nowadays so here's a little one to test your knowledge of world-wide airports (some have featured in this column in previous issues), -from the area named can you supply the city that the airport serves...

- 1) GARDEMOEN =
- 2) MARCO POLO =
- 3) STAPLETON =
- 4) ZAVENTEM =
- 5) ARLANDA =
- 6) KINGSFORD SMITH =
- 7) LINATE =
- 8) TACOMA =
- 9) RUZYNE =
- 10) KLOTEN =

CORK airport was mentioned last summer in these notes following a brief visit and recent news regarding the up and coming Irish south coast field is of further investment. Currently underway are IR£6m worth of improvements to the runway and in the next two years double that amount is to be spent on air bridges and terminal extension work. There are also plans for an Hotel and a larger car park.

SOMEWHAT further away in China the countries airports are said to be growing and developing at a fast pace in an effort to catch up with the apre-1980 boom in air transport. Eighteen years ago there were 77 airports open to civilian use and the latest figure is 141! -thirty seven of which are open to international airlines. Last year Chinese companies carried over 56 million passengers compared with 3.5m in 1998. Development of new and old sites is currently under way at no less than 10 sites, with 18 of the current target plan already completed. This main group of 41 together handle a whopping 95% of the countries total traffic. One of the biggest tasks will take place

at Shanghai's new Pudong International airport which will cover in total - 26 kilometres of land, 30km to the east of the city. This will make Shanghai the first Chinese city to have two International airports and bring great relief to the oversubscribed Hongqiao field which is the countries second busiest airport. The overall plan for Pudong comes from *Aéroports de Paris*.

AIR JAMAICA's new look is said to have boosted sales to the island this year and a sixth weekly service from Heathrow to the island is planned. The aircraft currently being used are Airbus A310's fitted with 180 economy and 18 Royal Jamaica Business class seats and by the start of next summer A340's will be plying the route with a 3 - class cabin. Georgetown, Guyana, Port of Spain and Trinidad will be added to the Cayman islands, Cuba, Bahamas, Barbados and St Lucia for holidaymakers as part of the company's onward services. The airline will celebrate its 30th birthday next April.

AMSTERDAM based outfit Transavia have said that they are the first non-Greek airline to operate scheduled domestic services within the country. Owned mostly by KLM (80%) and formed as Transavia Limburg, re-named Transavia Holland then Transavia Airlines in 1986, they commenced a twice weekly flight between Crete and Rhodes at the beginning of November. I myself had an un-planned opportunity to sample Transavia back in July 1983 when 737/200 =PH-TVP brought Thomson clients back to Manchester from Naples in place of the Britannia 737 which had been damaged by a vehicle at Manchester.

CHARLES de Gaulle airport to the north of Paris has the first of two new runways open and although it is meant to be used for landings only, it is being used for take-offs as well until repairs to an existing runway are completed in 4 months time. When the next strip is opened in 2001 it will raise the current capacity of 31m to 55 million. T

THE BEGINNING of November saw the unusual sight of two brand new Tupolev Tu-204-120 aircraft standing on the tarmac in Cairo having both commenced a seven year lease to Air Cairo. The RB211-535E4 powered pair were made up of one passenger jet and one freighter having just been delivered from the Aviastar plant at Ulyanovsk. These are the first examples of the type to see service and were originally bound for former Aeroflot airline Kras Air of Krasnoyarsk. The deal is said to have faltered on the Russian Governments wish for \$11m in taxes on top of the \$37m price tag!!

.....a n d - finally emotions will be mixed when the Teletubbies and Spice Girls are buried in Bristol? No I have not gone completely potty - they are among late '90s memorabilia to be placed in time capsules under the new terminal building at the airport.

ANSWERS TO QUIZ: OSLO, VENICE, DENVER, BRUSSELS, STOCKHOLM, SYDNEY, MIAMI, SEATTLE, PRAGUE, ZURICH.

*further afield by alan sedgwick with
thanks to :~ flight international,
l. coldbeck, the times, t.t.g. +winged words.*

LEEDS BRADFORD AIRLINE REPORT - OCTOBER 1998

INBOUND DIVERSIONS

Nil



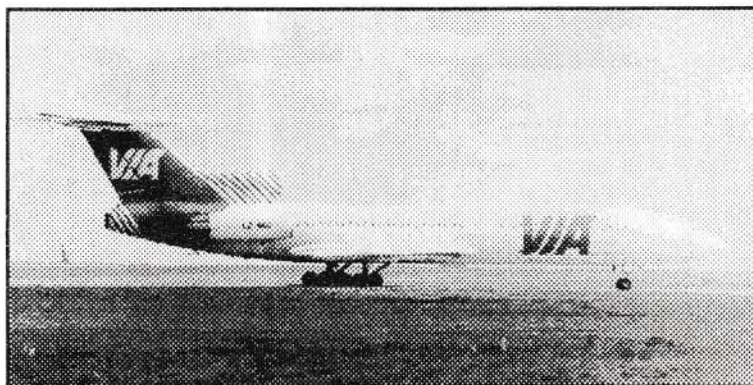
REGULAR FLIGHTS

AEA215	PMI	03/EC-FUT	10/EC-GGO	17/EC-FJZ	24/EC-GEU	
AEA286	ACE	01/EC-FKI	08/EC-GMY	15/EC-GHD	22/EC-FKJ	29/EC-GHD
AEA295	PMI	06/EC-FJZ	13/EC-GGO	20/EC-FZZ	27/EC-FYF	
AEA611	PMI	03/EC-GUO	10/EC-FZZ	17/EC-GFU	24/EC-FKI	31/EC-GOM
AIH371	TFS	06/C-GTDC	13/C-GTDC	20/C-GTDC	27/G-YJBM	
AIH373	BJV	05/G-TMDP	12/G-YJBM	19/G-TMDP	26/G-SUEE	
AIH377	GRO	01/G-JSJX	08/G-VOLH	15/G-JSJX	22/G-JSJX	29/G-JSJX
AIH379	FAO	04/G-VOLH	11/G-JSJX	18/G-JSJX	25/G-JSJX	
AIH381	AGP	04/G-VOLH	11/G-JSJX	18/G-JSJX	25/G-JSJX	
AIH383	LPA	03/G-VOLH	10/G-JSJX	17/G-JSJX	24/G-JSJX	31/G-JSJX
AIH385	PMI	03/G-VOLH	10/G-JSJX	17/G-JSJX	24/G-JSJX	31/G-JSJX
AIH387	ALC	03/G-JSJX	10/G-VOLH	17/G-JSJX	24/G-JSJX	31/G-JSJX
AIH389	IBZ	02/G-JSJX	09/G-VOLH	16/G-JSJX	23/G-JSJX	30/G-JSJX
AIH391	MAH	02/G-JSJX	09/G-VOLH	16/G-JSJX	23/G-JSJX	30/G-JSJX
AIH395	PMI	05/G-VOLH	12/G-JSJX	19/G-JSJX	26/G-JSJX	
AMM1478	FAO	01/G-OOOJ	08/G-OOOS	15/G-OOOW	22/G-OOOX	29/G-OOOV
AWD654	MAH	02/G-BXTA	09/G-BXTA	16/G-BXTA	23/G-BXKD	30/G-BXTA
BAL039A	ALC	01/EI-TLF	08/EI-TLH	15/EI-TLH	22/EI-TLF	30/EI-TLJ
BAL071A	HER	12/EI-TLH				
BAL076A	ALC	03/EI-TLH	10/EI-TLH	17/EI-TLF	24/EI-TLF	31/EI-TLF
BAL089A	CFU	02/EI-TLF	09/EI-TLH	16/EI-TLH	23/EI-TLF	
BAL146A	IBZ	03/EI-TLH	10/EI-TLH	17/EI-TLF	24/EI-TLF	31/EI-TLF
BAL241A	DLM	07/EI-TLH	14/EI-TLH	21/EI-TLF	28/EI-TLF	
BAL268A	TFS	06/EI-TLH	13/DivMAN	20/EI-TLF	27/DivMAN	
BAL277A	PMI	01/EI-TLF	08/EI-TLH	15/EI-TLH	22/EI-TLF	29/EI-TLF
BAL295A	LPA	05/DivMAN	12/EI-TLH	19/EI-TLF	26/EI-TLF	
BAL365A	PMI	04/EI-TLH	11/EI-TLH	18/EI-TLF	25/EI-TLF	
BAL368A	AGP	01/EI-TLF	08/EI-TLH	15/EI-TLH	22/EI-TLF	29/EI-TLF
BAL397A	PMI	02/EI-TLH	09/EI-TLH	16/EI-TLF	23/EI-TLF	30/EI-TLF
BAL423A	MAH	07/EI-TLH	14/EI-TLH	21/EI-TLF	28/DivMAN	
BAL429A	PMI	06/EI-TLH	13/EI-TLH	20/EI-TLF	27/DivEMA	
BAL468A	REU	03/EI-TLH	10/EI-TLH	17/EI-TLF	24/EI-TLF	31/EI-TLF
BAL476A	ACE	04/EI-TLH	11/EI-TLH	18/EI-TLF	25/EI-TLF	
BAL488A	IBZ	03/EI-TLH	09/EI-TLH	16/EI-TLF	23/EI-TLF	30/EI-TLJ
BAL506A	GRO	06/EI-TLH	13/EI-TLH	20/EI-TLF	27/EI-TLF	
ECA821	PFO	14/5B-DBC	28/5B-DBB			
FUA249	AGP	04/EC-GNZ	11/EC-GNZ	18/EC-GVB	25/EC-GOB	
IWD336	TFS	02/EC-GLT	09/EC-GUR	16/EC-GLT	23/EC-GLT	30/EC-GUR
JKK3194	PMI	03/EC-GCV	10/EC-GHH	17/EC-GVI	24/EC-GVI	31/EC-GBA
TSC205	YYZ	06/C-GTSN	13/C-GTSF	20/C-GTSN		

OTHER FLIGHTS

01	G-EMRD	HS74	GIL622P/622E	Liverpool - Edinburgh	Lieu GIL SH36
01	G-EMRD	HS74	GIL623E/628E	f/t Edinburgh	Lieu GIL SH36
01	G-EMRD	HS74	GIL629E/629P	Edinburgh - Liverpool	Lieu GIL SH36
03	<u>EI-CLS</u>	B763	BAL488B/488A	f/t Ibiza	Lieu TLA EA32
05	G-OCEA	SH36	GIL628P/628E	Norwich - Edinburgh	Lieu GIL SH36
05	G-OCEA	SH36	GIL629E/629P	Edinburgh - Norwich	Lieu GIL SH36
07	OY-NPA	SW3	NFA163E/163	Luton - Skovde	Freight Charter
08	D-CARA	B190	EEX181/182	Frankfurt - Skovde	Freight Charter
09	G-BUPS	AT42	BMA9002/2XV	Stansted - Glasgow	Lieu BMA SF34
09	G-BUPS	AT42	BMA6VX/3XV	f/t Glasgow	Lieu BMA SF34
09	G-BUPS	AT42	BMA3VX/9003	Glasgow - Stansted	Lieu BMA SF34
15	<u>PH-FNV</u>	FK27	FRN814F/814	Luton - Dusseldorf	Freight Charter
16	G-ZAPJ	AT42	JEA739/740	f/t Belfast City	Lieu JEA FK27
16	G-ZAPJ	AT42	JEA743/744	f/t Belfast City	Lieu JEA FK27
16	G-ZAPJ	AT42	JEA747/034F	Belfast City - Stansted	Lieu JEA FK27
19	G-OOOW	B757	AMM912P/9122	Dublin - Rome Ciampino	Leeds United FC
19	G-MANB	BATP	MXN411/NB	f/t Isle of Man	Lieu BA41
19	<u>G-OKDN</u>	B738	SBE012P/7112	Gatwick - n/s- Rome Ciampino	Football Charter
20	G-MONK	B757	MON8148	Luton - Rome Ciampino	Football Charter
21	G-OKDN	B738	SBE7113/713P	Rome Ciampino - Gatwick	Football Charter
21	G-OOOW	B757	AMM9123/123P	Rome Ciampino - Dublin	Leeds United FC
21	G-MONK	B757	MON8149	Rome Ciampino - Luton	Football Charter
24	G-BOAF	CONC	BAW97C/98C	Heathrow -n/s- Local	Passenger Charter
25	G-BOAF	CONC	BAW98C/99C	Local - Heathrow	Passenger Charter
27	EI-CLY	BA46	EIN368/369	f/t Dublin	Lieu FK50
28	G-BXOL	B757	BAL268B/991F	Tenerife - Manchester	Lieu TLA EA32
30	EI-CSK	BA46	EIN368/369	f/t Dublin	Lieu FK50
31	G-BYAS	B757	BAL089B/089F	Corfu - Manchester	Lieu TLA EA32

Aircraft making first visits are underlined



AIR VIA TU 154 L2 - MIG LB8 13.09.98



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12th October 1998

AIRPORT'S RESULTS CLIMB TO NEW HEIGHTS
"MOST SUCCESSFUL YEAR IN ITS HISTORY"

Highly successful - those two words can be applied to almost every aspect of activity which has taken place at Leeds Bradford International Airport during the past financial year; and in the areas of passenger throughput and profitability, they can even be upgraded to "record levels".

This is a considerable achievement for an airport which has had to contend with more difficulties than most of its UK contemporaries during the past decade.

Chair to the Board of Directors, Cllr Denise Atkinson, in her year-end Statement, says the achievements reflect great credit on the commitment and enthusiasm of airport staff, its business partners and all those involved with the enterprise.

Achievements like: an impressive £2,890,000 pre-tax profit on a turnover of £13,904,000.

A record passenger throughput of 1,296,760, representing an increase of 17.2% over the previous year, which is approximately double the national rate of growth in this sector.

Scheduled service passengers increased by 17.1% to 848,000, whilst holiday charter traffic grew by a similar 17.3% to 449,000.

Cllr Atkinson, congratulating airlines and tour operators for reacting so positively to the ever-increasing demand for flights, notes that "the response from business travellers to the upgraded scheduled services has been excellent and increasing numbers of Yorkshire holiday makers are requesting departures from Leeds Bradford".

Emphasising that the Airport Board is committed to providing top class facilities for its passengers, she says it is particularly proud of the new International Departures Lounge and airbridge facilities, opened this year. Board members now looked forward to the construction of the new and improved Arrivals area facilities which would transform the airport.

Referring to a previous announcement that the Board had welcomed the Chancellor of the Exchequer's statement that profitable local authority airports such as LBA will be allowed to borrow commercially, she says that the Board will be pressing for relaxation of the controls on borrowing, to be implemented in 1999 at the latest.

In his report, Managing Director Ed Anderson emphasises that the past year has been the most successful year in the airport's history.

The record levels of profitability came thanks to turnover increasing by 17.3%; gross operating profit up by 44.6% and a net profit after tax increasing by 123.8%.

With the likely ending of duty-free allowances for intra-EU traffic in 1999, it is particularly pleasing, he states, that the airport's commercial income grew by some 26.6% during the past financial year. Continuing growth of that income would present a particular challenge in the coming years.

PRESS RELEASE

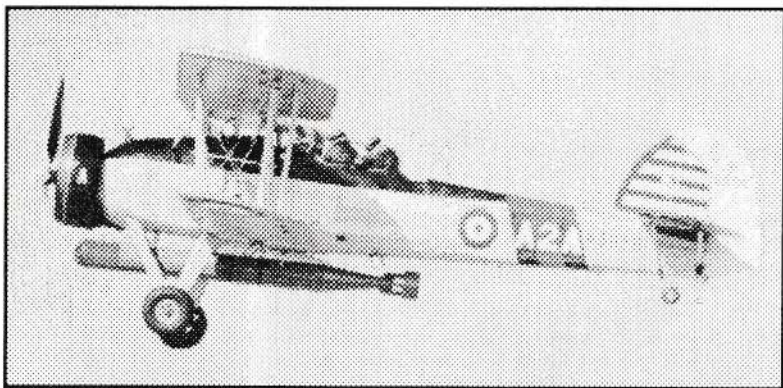
Recently-announced extensions and improvements in the Arrivals and general terminal areas will be brought into use during the year 2000 and these will provide capacity for the growth in traffic which is anticipated to continue for the next few years, says Mr Anderson.

Increasing emphasis has been placed on raising standards to passengers: "Our aim is to be second to none amongst regional airports and we share this objective with all our business partners", he says.

Mr Anderson adds that, as Yorkshire's premier airport, Leeds Bradford is keen to work with the Regional Chamber and Assembly, in securing increased prosperity and sustainable economic growth for the region.

"At the same time", he concludes, "We will play our part in the implementation of the Government's integrated transport strategy and the development of new airports policy for the UK".

~ E N D S ~



SORDFISH CITY OF LEEDS
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17th November 1998

AIRPORT PASSENGER FIGURES CONTINUE TO SOAR

October 1998 figures saw a vast increase over October 1997. Terminal passengers for the month totalled 139301, a massive 14% increase over the same month last year. Cumulative figures for 1998 are over 1.2 million passengers, leading to 12% growth on the first ten months of last year.

The LBA-Paris Charles de Gaulle route again saw the most growth on an international scheduled flight for October 1998, at 5801 passengers this was a 115% increase over October 1997. Brussels enjoyed a 61% increase this month (7274) compared with the same period last year.

Leeds Bradford - Southampton, operated by British Regional Airlines (BA Express), enjoyed the highest growth on the Domestic Scheduled Services, an increase of more than 61%.

Inclusive Tours have seen a growth of more than 28% in October 1998 over October 1997 bringing the total Summer 1998 (May to October incl.) to 359853 passengers, more than 19% increase on the same period last year. Majorca remains one of the most popular destinations with 92231 passengers travelling there from LBA in Summer 1998 (8% up on the previous Summer); 26385 passengers flew from LBA to Tenerife this Summer (80% increase over last Summer) and Minorca saw a 49% increase for Summer 1998 (total of 28238 passengers).



PRESS RELEASE



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