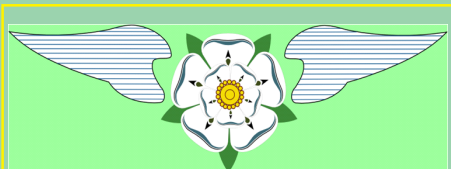


Air Yorkshire Aviation Society



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N904AR
Centurion Cargo
Doncaster
30 October 2015
Clive Featherstone

www.airyorkshire.org.uk

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Code of Conduct: a member should not commit any act which would bring the Society into disrepute in any way.

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

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SOCIETY ANNOUNCEMENTS

Membership Renewal - Don't forget to renew your Air Yorkshire membership before 31st Decmeber, otherwise you won't receive the January 2016 Magazine. Pay online by BACS or Paypal on www.airyorkshire.org.uk

Air Yorkshire Annual Dinner 2016 - Friday 18th March 2016 At Peasehill Hotel , Rawdon LS19 6HJ. The entire Restaurant and Bar is qgain reserved for the A.Y.A.S. Dinner. It provides a very sociable evening at an easy pace. You can book seats now, pay a deposit of £5.00 per person early in 2016. Call John Dale on 01943 875315 or see John at the monthly meeting

Air Yorkshire Christmas Fish & Chip Lunch @ Murgatroyd's Friday 11 December at Noon. Please let Trevor Smith know if you wish to attend. 0113 2678441 trevor.smith@airyorkshire.org.uk

Photographs - Please send in photographs of aircraft taken at LBA (**Don't forget the commerical aircraft!**) or anywhere around the world. As an example, in a future edition there will be page of photographs taken from the Beatriz Playa in Lanzarote. There will be about four extra pages to fill in the coming months magazines.....

Finally we welcome **Howard Griffin** onto the committee looking after **PUBLICITY**

MEETINGS AT LBA, AIREDALE HOUSE: 14:30HRS

THE MEETINGS ARE HELD IN "THE MEDIA CENTRE, AIREDALE HOUSE".
A DOWNLOADABLE MAP CAN BE OBTAINED FROM THE AIR YORKSHIRE WEBSITE

PLEASE NOTE THAT CAR PARKING AT THE MONTHLY MEETINGS IS PROVIDED AT A
DISCOUNTED RATE. PLEASE CONTACT A COMMITTEE MEMBER FOR DETAILS.

Please park in the SHORT STAY/Business Car park

- 3 January 2016 Debbie Riley, Airport Solutions. "Where are we now" Debbie will be presenting the usual fast paced presentation featuring different places the team have visited in 2015. This will include War Zones, civil and military airfields from all continents. Fascinating and amusing stories accompanied by some of the best aviation photography you are likely to see. As usual there will be a mountain of spot prizes for correct or funny answers to the Question "Where are we now?".
- 7 February 2016 Rob Pattison - Runway Visitor Park Manager, Manchester Airport - Rob is the manager of the Runway Visitor Park will talk about recent developments at the RVP and look towards the future as the RVP continues its transformation from a specialist Aviation Enthusiasts venue into one of the busiest Tourist Attractions in the North West.
- 6 March 2016 Paul Swiffen – Jet2.com. Paul is the General Manager - Operations Control. This should be a very interesting talk on many aspects of Jet2.com's operations.
- 3 April 2016 Ian Revell - ATC at RIAT Fairford Ian Revell's day job is as an ATC Watch Manager at Manchester Airport, however once a year he has a much more exciting job as Senior ATC Controller for the RIAT - Fairford. The Royal International Air Tattoo, is described as "THE aviation event of the year". Ian will look back over his many years' experience as an Air Traffic Controller at this event and share some of the highlights with us.
- 8 May 2016 **Change of Date** – Jenny Jones, West Yorkshire Community Fundraiser, Yorkshire Air Ambulance – New Presentation. The Yorkshire Air Ambulance is an independent charity providing a lifesaving rapid response emergency service to 5 million people across Yorkshire. We fly 7 days a week, 365 days a year, covering a vast landscape that not only includes major cities and motorways, but also rural and isolated locations. We will be having a collection at this meeting for the Yorkshire Air Ambulance.
- 6 June 2016 **Tuesday @7pm** Mike Dixon – For many years Mike worked as an Air Traffic Controller at LBA. He now works in the tower at East Midlands. His talk will of course be on the subject of Air Traffic Control.....
- 7 August 2016 Corporal David Lawrence. David's day job is a Flight Operations Training Flight Instructor, but this talk is all about the Battle of Britain. Having seen this presentation I must say that the detail of David's knowledge is amazing. A meeting not to be missed.
- 4 September 2016 Aldon Ferguson - Aldon is an author of two books on airfields in Lancashire and Cheshire and is the Lifetime Hon. President of the Burtonwood Association, he is also Editor of the Burtonwood Times. Burtonwood has an interesting history as both an RAF base and an American Airforce Base. We have a choice of presentations, either a presentation on RAF Burtonwood (during WW2 or afterwards), or an in depth study of Church Fenton with many photos, both old & new. Aldon is a very experienced speaker with an excellent presentation style.
- 2 October 2016 Derek Brunt, General Manager, Landmark Aviation, Manchester Airport. – Landmark Aviation are actually Headquartered in Houston, Texas, Landmark Aviation is a portfolio company of the Carlyle Group. Landmark's current network includes 68 locations in the U.S., Canada, and Western Europe. In addition, Landmark offers Charter, Aircraft Management and MRO services, as well as owning and operating Encore Support Systems.

AGM 2015 REPORT

Key Points from AGM

The Society's AGM took place on Sunday 8 November in the Media Centre meeting room. Some key points from the AGM are listed below.

- 32 members attended
- tea/coffee and biscuits provided
- the Annual Report 2015 had been circulated to members by e-mail
- 2015 had been the 50th Anniversary of the magazine
- finances in good shape with a comfortable surplus
- Jubilee Fund (for 50th Anniversary celebrations) now fully spent
- 2016 membership fees reduced for one year only (£20 printed magazine £10 electronic magazine)
- positive debate on many points raised by members from the floor
- magazine difficulties now sorted with a new structure in place
- Chairman thanked past editor (Trevor Smith) for his years of service
- new Managing Editor (Alan Sinfield) outlined his plans for magazine in 2016
- Chairman's Trophy awarded to Steve Proctor for his work on scanning the magazine to the Society's Archive
- 2015 Committee returned unanimously to serve in 2016
- next AGM will be Sunday 6 November 2016
- Rey Preston closed the meeting with a picture show from Boeing's factory in Seattle

LBIA STATISTICS SEPTEMBER 2015 BY ALAN SINFIELD

Leeds/Bradford Airport Statistics September 2015

	Sep-14	Sep-15	% This month	% +/-
Movements				
Scheduled	2,775	3,099	70.11%	11.68%
Charter	438	230	5.20%	-47.49%
Private/Misc	1,336	1,091	24.68%	-18.34%
Total	4,549	4,420		-2.84%
Passengers				
Scheduled	330,514	375,908	94.94%	13.73%
Charter	50,507	19,791	5.00%	-60.82%
Transit	351	251	0.06%	N/A
TOTAL	381,372	395,950		3.82%
International	346,207	352,584	89.10%	1.84%
Domestic	34,814	43,115	10.90%	23.84%
MOVING ANNUAL TOTAL	3,257,264	3,432,717		5.39%

September was another reasonable month with a 3.82% increase in passenger numbers, with international increasing by 1.84% and Domestic by 23.84%. The moving annual total is an impressive 5.39%

I suggest you ignore the massive reduction in Charter passengers since in September 2014 I believe the figures were incorrect.

SCENE AROUND YORKSHIRE BY ANDY WOOD(HAR)

AIRMYN (EY) G-OOCH Ultramagic H-42 and G-PAFC Cameron C-70 both live with an owner here.

BAGBY (NY) From the Resident Review delete G-BWVB Air Camper which has moved to Croft Autodrome and G-DEND F.150M to Newcastle Airfield , County Wicklow both following sale. A new resident is G-CCEW Quik.

BEVERLEY (EY) From the Resident Review delete G-HULL F.150M which has been sold to a new owner at Newcastle Airfield, County Wicklow. This is the end of an era with this aircraft having been with Hull Aero Club for around 35 years, i first flew it in April 1981 !

BLAKEY RIDGE (NY) Visiting The Lion Inn at lunch time on 25.10 were G-CDUE and G-OJAZ both R.44.

BOURNE (Lincs.) G-SJPI WT9 UK was damaged 20.6 when it contacted crops at the side of the runway after landing at a private strip near Bourne, it swung to the right causing the right main undercarriage leg to collapse.

CHURCH FENTON (NY) The Anson project mentioned last month is AX426 Anson 1 which arrived on 2.10 from Wem, Shropshire. This is a restoration project comprising the fuselage and turret of a Manchester built aircraft that was shipped to Canada for use in the BCATP in Manitoba. It was shipped back to the UK in 2011. The centre section, outer wings, tail plane and rudder are from the Yeoman built Mk.19 G-AGPG. This is likely to be a very long term restoration project.

CONINGSBY (Lincs.) Visiting the BBMF on 23.10 were G-BARS/FAP1377 DHC.1, G-KAMY/285068 AT.6D and WK608 DHC.1.

COSTOCK (Notts.) A new resident with East Midlands Helicopters is G-EMHE A.109S.

CRANWELL (Lincs) From the Resident Review delete G-LIZI PA-28 sold to Peterborough Flying School at Sibson on 16.10.

CROSLAND MOOR (WY) From the Resident Review delete G-BGPM VP.2 which has moved to North Duffield / Birchwood.

DALBY FOREST / SOUTHMOOR FARM (NY) Dalby Forest Airfield at Southmoor Farm, Langdale End is a new site some 8nm west of Scarborough. With a 400 metre 04/22 runway it is a little short but suitable for microlight and STOL types. There are trees on short final for 04 and PPR is required as sheep and cattle may be grazing in the field. Bed and Breakfast accommodation is available on site.

FULL SUTTON (EY) From the Resident Review delete G-BDTV M.20F which has moved to Croydon / Top Farm where it is for sale with Just Plane Trading.

GRINGLEY ON THE HILL / WILLOW FARM (SY) A new resident is G-BTFK BC.12D arriving 25.10 from Sturgate.

LAMBLEY (Notts.) Having recorded the cancelation of resident G-BAHD 182P a couple of months ago, the accident details have now come to light. During landing here on 18.7 the aircraft bounced and veered left, the pilot over corrected and initiated a go around but ran off the right hand side of the runway, the aircraft rotated 180 degrees with the nose wheel collapsing and was extensively damaged.

LEEDS/BRADFORD AIRPORT (WY) From the Resident Review delete M-HARP PC.12/47E (1257) which has been sold to a Walton on Thames owner and reregistered G-KARE.

METHERINGHAM (Lincs.) The Metheringham Airfield Visitors Centre is due to take delivery on 16.11 of G-AMHJ /KG651 C.47A , on four low loaders, from North Weald. It is expected to be assembled the following day.

NETHERTHORPE (Notts.) Resident G-PHOR FRA.150L was damaged in a landing accident on 11.8. The student pilot on his first solo bounced twice and following the second bounce the aircraft pitched down collapsing the nose undercarriage and causing damage to the propeller, engine and left hand wing spar.

NORTH COATES (Lincs.) Resident News A new resident is G-BZHH X'Air 582 which arrived from Wickenby on 25.10. **Movements 1.10** G-BEZH AA-5 f Sherburn 2 x n/s t Sherburn 3.10, G-SSWV RF.5B f Pocklington ran into ditch on landing with minimal damage and roaded out to Rufforth for repair on 7.10. **2.10** G-CEIS DR.1050 f&t Conisholme. **3.10** G-SEVN RV.7 f&t Netherthorpe. **4.10** G-JAME CH.601UL f&t Bagby. **8.10** G-BDTX F.150M f Strubby t Skegness. **10.10** G-BUTD RV.6 f&t

Manby, G-CFIA with G-CGWT, G-CCPF all Sky Ranger 912, G-AVXD T.66 and G-WLDN R.44 all f East Kirkby t Beverley, G-GRVE RV.6 f Sherburn t Brighton, G-BPGU PA-28 f&t Tollerton. **11.10** EC-XNS Bristell UL (14045-2762) f Abbeville t ?. G-AKVM C.120 f&t Wickenby, G-DONT CH.601XL f&t Coal Aston, G-OBJM JT.1 f&t New York, G-IANN Twinstar Mk.3 f&t Brookfield Farm, G-CDUE R.44 f&t Cabourne. **13.10** G-CDUE R.44 f&t Cabourne. **18.10** G-BODE PA-28 f&t Sherburn, G-GBRB PA-28 f&t Netherthorpe. **20.10** G-TERN Europa arrived by road from North Thoresby then t&f Pocklington and return home by road. **23.10** G-CEIS DR.1050 f&t Conisholme, G-CDUE R.44 f&t Cabourne. **25.10** G-CBKF Easy Raider J2.2 f&t Manby, G-CHJO Midget Mustang f&t Manby, G-AJXV/NJ695 Auster 4 f Fenland t Carr Farm, G-BLXI CP.1310-C3 with G-AJJS C.120 both f Sturgate t Brighton, G-JAME CH.601UL with G-AXPC B.121 both f&t Bagby, G-CEAM EV.97 f&t Sywell, G-PHUN FRA.150L f Beverley t Wickenby, G-CEFJ Sonex f Eddsfield t Temple Bruer, G-CDSK Escapade f&t Bucknall. **26.10** G-TERN Europa f North Thoresby by road for local flight. **31.10** G-CDUE R.44 f&t Cabourne. **NORTH DUFFIELD / BIRCHWOOD (NY)** A further incomplete arrival is G-BGPM VP.2 ex. Crosland Moor.

NORTH MOOR (Lincs.) Resident G-CCSO X'Air Falcon was substantially damaged when it stalled during a forced landing, due to engine failure, near Owston Ferry, North Lincs. on 5.7. A new resident is G-BPMX ARV-1.

RUFFORTH EAST (NY) G-CCOG Quik has moved out following sale to new owner in Coventry.

RUFFORTH WEST (NY) In Bob McLeans Workshop on 28.10 were G-BRTW DG.400, G-CGRV DG.1000M, G-RIEF DG.1000T, G-SMAJ DG.808C and G-SSWV RF.5B under repair after coming off the runway at North Coates on 1.10, In the hangar were G-LLEW AMT.200S, G-NGLS WT9 UK and (BBA)/BGA.827 T.41 which is a new resident. The owner of G-KKKK/XX513 Bulldog Srs.120/121 has now obtained a second of the breed in the form of civilian G-BDCO B.121 which had a C of A expiry of 28.7.97, however it was sold in the USA in 2009 becoming N1931G. It is not yet known if this is for restoration or spares use. From the Resident Review delete G-MOAN AMT.200S sold to a new owner in Switzerland on 6.10. Finally it is reported that the fuselage of PH-940 T.61F (1872) that was in storage here has been used to repair G-BUGV T.61F after its original fuselage was damaged, with 'GV now returning to its base at Enstone.

SHERBURN (NY) From the Resident Review delete G-CILK T.67M which was deregistered 23.10 following sale in Switzerland. Les Scattergood has sold his 152 fleet G-BGLG, G-BKAZ, G-BSDO and G-SELA, although i believe they have been bought by a leasing company, so some of them may continue to live at airfields in the area. Noted visiting on 23.10 were G-BIWN D.112 and G-LMLV MCR.01.

SUTTON BANK (NY) A new resident with Yorkshire Gliding Club is G-DDPO G.102.

THORNTON LE DALE (NY) At a Balloon Meet on **10.10** am lift were G-BVDB Thunder Ax.7-77, G-BVPV LBL.77B, G-CIAY Cameron C-70, G-COSY LBL.56A, G-IPEN Ultramagic M-90, G-LIMP Cameron C-80, G-OATV Cameron V-77, G-RIXY Cameron Z-77. **11.10** am lift G-COSY and G-ROXI Cameron C-90.

WICKENBY (Lincs.) From the Resident Review delete G-BZHJ X'Air 582 which moved to North Coates on 25.10, whilst arriving on the same day were G-AJJS C.120 and G-BHTC DR.1051/M1 both ex. Sturgate. The resident BAPC.260/"F4L" HM.280 was recently advertised for sale on ebay for £1,200 from a site at Haltham, Lincs. Currently there are no bids ! Also departing is G-CEVL M.62A-4 which has been sold and reregistered G-CRNL 21.10 and is now at Thruxton for restoration.

BRIGHTON BY ANDY WOOD(HAR)

RESIDENTS

There are no changes to report this month.

OUTSIDE PARKING

G-AVMD, G-BBJX and G-BGAX have all been present throughout. G-BSDO 152 to Sherburn 9.11 for Annual and not yet returned, G-BXJD PA-28 is still at Blackpool on maintenance.

MOVEMENTS

18.10 G-AZYF PA-28 f&t Crosland Moor, G-BDJD D.112 f&t Beverley, G-BIWN D.112 f&t Yedingham, G-BLXI CP.1310-C3 f&t Treswell, G-BOMP PA-28 f Sherburn t Sandtoft, G-CCCJ HN.700 with G-CFIA Skyranger 912S and G-CGWT Skyranger 912 all f&t Beverley, G-LONE B.206L-1 f Widmerpool helicopter pleasure flights all day t Widmerpool, G-OJAZ R.44 f&t Beverley, G-PLAD Twinstar Mk.3 with G-RAFR Skyranger J2.2 both f North Moor t Beverley, G-RVIS RV.8 f&t Sherburn, G-SACT PA-28 f Beverley t Sherburn, G-SKYL 182S f&t Sherburn. **19.10** G-AWUN F.150H f&t Beverley. **20.10** G-CLUX F.172N f Eddsfild t Bagby, G-ZIPE A.109E f&t Malton / Burythorpe House Hotel (for fuel). **22.10** G-CHJG EV.97 f Bagby t Beverley, G-ORUG T.600N f Beverley t North Moor. **23.10** G-AWUN F.150H f&t Beverley, G-BWZG R.2160 f&t Sherburn. **24.10** G-BWVB Air Camper f&t Croft Autodrome, G-BXYJ DR.1050 f&t Netherthorpe. **25.10** G-AJJS C.120 f North Coates t Wickenby, G-AZYF PA-28 f&t Crosland Moor, G-BBKY F.150L f&t Netherthorpe, G-BHTC DR.1051/M1 f Wickenby t Netherthorpe, G-BIEY PA-28 f&t Full Sutton, G-BLXI CP.1310-C3 f North Coates t Treswell, G-BSWL T.61F f&t Kirton in Lindsey, G-BXYJ DR.1050 f&t Netherthorpe, G-BZEL Blade f&t Rufforth, G-CCPF Skyranger 912 f Netherthorpe t Beverley, G-CCVS RV.6A f&t Sturgate, G-CDUE R.44 f&t Cabourne, G-CFMI Skyranger 912 f&t Crosland Moor, G-CGWT Skyranger 912 f Netherthorpe t Beverley, G-CHMW EV.97 f Crosland Moor t Headon, G-HELA TB.10 f&t Coal Aston, G-IIGI RV.4 f&t Little Gransden, G-JJFB EC.120B f&t private site Doncaster, G-JWCM Bulldog Srs.120/121 f&t Fishburn, G-OIVN XL.2 f&t Wombledon, G-OJAZ R.44 f&t Beverley, G-ORAY F.182Q f&t Gamston, G-PIGS Rallye 150ST f&t Wombledon, G-ROKS R.44 f&t Stainsby Hall, G-RVCL RV.6 with G-RVIS RV.8 both f&t Sherburn, G-RWEW R.44 f&t LBA, G-TEWS PA-28 f&t Beverley, G-UZUP EV.97A f&t Netherthorpe, G-WLDN R.44 f Netherthorpe t Beverley, G-XTRA EA.230 f&t Netherthorpe, N909PH PA-23-160 (23-1800) f&t South Cave. **31.10** G-CFMI Skyranger 912 f&t Crosland Moor, N297CJ SE.313B (1847) f&t Deighton / Crab Tree Farm. **12.11** G-BTNV PA-28 f&t Barton. **15.11** G-OPUB T.67M f&t Wombledon.

AVRO ANSON 1 RESTORATION KEN COTHLIFF

On 2 October I was responsible for the move of Avro Anson 1, AX426 from Wem in Shropshire to East Leeds Airport Church Fenton. The aircraft is a restoration project comprising the fuselage, and turret - a Newton Heath, (Manchester) built aircraft shipped to Canada for use with BCATP in Manitoba. It was recovered from Ontario and shipped to the UK in 2011, (remaining 'under the radar') until now.



It has the centre section, outer wings, tailplane and rudder from Yeoman built Mk.19 G-AGPG. The intention is to move to somewhere where restoration can be continued - that is my project.

Ken Cothliff



DONCASTER BY CLIVE FEATHERSTONE

Interesting Movements October 2015

Commercial

4th EI-FAT A.T.R. 72-600 Aer Lingus Regional/Stobart Air

5th EI-FAV ATR-72-600 Aer Lingus Regional/Stobart Air in empty as STK100P to op delayed STK11DS

6th G-NIKO Airbus A-321 Thomas Cook

7th D-CAAM Dornier 228 Arcus Air (F)

8th G-EZIH Airbus A-319 EasyJet (T)

10th UR-CAJ Antonov AN-12 Ukraine Air Alliance (F)

11th EI-FAS A.T.R. 72-600 Aer Lingus Regional/Stobart Air

13th UR-CAK Antonov AN-12 Ukraine Air Alliance (F)

13th N499MC Boeing 747-400 Atlas Air (F) (FV)

14th G-CGWV Embraer-145 Eastern Airways

15th G-EZIN Airbus A-319 EasyJet (T)

18th EW-445TQ Boeing 747-200 TransaviaExport Cargo Airlines from Misrata Libya (F) (FV)



19th G-OSRB Boeing 727-200 T2 Aviation Oil Spill Response (T) +20th

19th PH-DND Embraer-145 Denim Air (the second visit this year) Football related

24th EC-MID BAe-146-300 Pan Air Lineas Aereas/T.N.T. Brought horse/s for Doncaster race meeting (FV) but here previously as OO-TAH.

27th G-JECH Dash 8D Flybe Diversion

27th G-MAJU Jetstream-41 Eastern Airways L.B.A. Diversion (FV)

27th G-RJXA Embraer-145 British Midland Regional (Football flight) (FV)

28th N412MC Boeing 747-400 Atlas Air (F)

29th D-CNAF SA-227 DC Metro III Bin Air (F)

29th G-JEDM Dash 8D Flybe (T)

30th N904AR Boeing 747-400 Centurion Cargo (F) (FV) new Airline

Bizz Jets & Bizz Props

5th D-IFIS CitationJet 525 CJ2+ Stuttgarter Flugdienst SFD (M) (FV)

5th OE-FFB Citation 510 Mustang GlobeAir (FV)

6th M-LJGI Falcon 7X Ven Air

6th N888HT Beech 200 King Air MHJ Group LLC (T) (FV)

7th OE-FZE Citation 510 Mustang GlobeAir (FV)

8th G-IFIT Piper PA-31 Navajo Chieftain Dart Group Plc

11th D-CRIS IAI 1125A Astra SPX Tyrol Air Ambulance

12th T7-TAN Citation 750X Richstone Avia (M) (FV)

14th LN-IDC Cessna 560 Citation Encore. Hesnes Air (FV)
 15th 5N-PZE Gulfstream IV Oranto Petroleum (T) here previously as G-EVLN (FV)
 15th N265SV Citation 680 Sovereign. Airstest - ex M-ISLE (M) (FV)
 16th OO-GMJ Beech 350 Super King Air. Air Service Liege
 18th OE-GBD IAI 1125A Astra SPX Tyrol Air Ambulance
 20th D-CPRO Learjet-31 ProAir
 25th 5N-DSN Beech 350 ex N850HB (M) (FV)
 25th G-FBNK Citation 510 Mustang Blink Ltd (M) (FV)
 27th F-GULY Beech 90 King Air Diversion (FV)
 27th 9H-VFF CL-605 Challenger VistaJet Malta Diversion (FV) dep 29th
 28th G-IASA Beech-200 King Air. IAS Medical Ltd. Came in as Calibrator aircraft (Ex F-GUFP at DSA)
 30th D-IAYY Embraer Phenom 100 Arcus Executive Aviation. Diversion L.B.A. (FV)



Civil Helicopter (Aircraft in this list marked as (FV) are to my knowledge correct).

1st G-HOLM Eurocopter EC-1C35T2+ Oxford Air Services
 1st G-CTRL Robinson R-22 Central Helicopters Ltd (FV)
 2nd G-TELY Agusta A-109 Castle Air Charters Ltd (FV)
 14th G-NMID Eurocopter EC-135 UK Police
 19th G-LNCT MD-900 Explorer Air Ambulance
 19th G-HEMZ Agusta A-109 Air Ambulance short stay maybe for fuel?

Miscellaneous Light/Medium Aircraft (Aircraft marked as (FV) are to my knowledge correct).

8th G-OPFR Diamond DA-42 Twin Star Private (T)
 9th G-OIHC Piper PA-32 Saratoga Private (FV)
 9th G-JDBC Piper PA-34 Seneca II JD Aviation Ltd (T)
 10th D-IAWG Cessna 425 Conquest 1 Aerowest GmbH
 10th N25PR Piper PA-30 Twin Comanche PSL Aviation Inc Trustee (FV)
 11th N22CG Cessna 441 Conquest 2 Jubilee Airways (T) (FV)
 12th OE-KGC Piper PA-46 Malibu VB Beteiligungs GmbH & Co KG dep 13th (FV)
 13th G-CIKM Diamond DA-42 Twin Star Cloud Global Ltd (T)
 18th G-TURF Cessna F-406 Reconnaissance Ventures Ltd
 20th G-ZZDG Cirrus SR20 Private (FV)
 21st G-MAPP Cessna 402 Reconnaissance Ventures Ltd (T)
 28th G-EGLT Cessna 310 Reconnaissance Ventures Ltd (T)

Military

1st 107 Embraer 121 Xingu French Air Force (FV)

2nd ZR322 Agusta A-109E Power (H)

2nd XH558/G-VLCN Vulcan V.T.S.T. dep & later rtb

3rd 144614 CC-144 Challenger Royal Canadian Air Force Dep 4th first time RCAF have been here (FV)



5th 099 Embraer 121 Xingu French Air Force +8th

5th ZA553 Tornado (T)

9th 144617 CC-144 Challenger Royal Canadian Air Force Dep 10th (FV)

10th XH558 Vulcan V.T.S.T. Dep Northern Britain farewell tour & rtb

11th XH558 Vulcan V.T.S.T. Dep Southern Britain farewell tour & rtb

12th ZZ419 Beech 350 King Air Vantage 49 (T)

13th XH558 Vulcan Dep & rtb

14th ZA594 Tornado (T)

14th ZF512 Tucano (T)

19th ZH186 Grob G109/Vigilant T1 (FV) second of type (T)

23rd ZJ694 BD-700 Global Express/Sentinel (T)

25th ZG997 Pilatus BN-2T-4S Defender AL.2 Army Air Corps

26th ZF512 Tucano (T)

27th ZF264 ZF339 +ZF140 +ZF291 (T)

27th ZH882 C-130J Hercules Also on the 28th & 29th Made 2 visits on each day

28th XH558 Avro Vulcan This was the final flight of this iconic aircraft, eight years after it was returned to flight.

30th ZJ806/BT Eurofighter Typhoon (T)

(FV) First Visit. (T) Training. (H) Helicopter. (F) Freighter. (M) Maintenance (RTB) Return to Base



G-ECOE
DASH 8
Q400
30/10/15
Clive
Featherstone

HUMBERSIDE BY RICH GRIMLEY (COLLATED BY TREVOR SMITH)

ALL Photographs courtesy of Rich Grimley Photography unless stated otherwise

At the beginning of October BAe Hawks ZJ100, ZK533 and ZK535 had been moved from Hangar 9 to the new BAe Hangar 11. I was also reported that ZK531 had departed Warton by road heading for Humberside. Bristows AW.139 OY-HLC arrived on 22/10 and was placed into Hangar 1.

Visitors

- 1/10 G-LBSB King Air 350(training), ZK460 King Air 200(Cranwell 80, ILS)
- 2/10 G-CDFK Jabiru UL.450, G-CGI PA-28 Cherokee
- 3/10 OE-GPS Citation V(Tyrol Ambulance 8625)
- 6/10 CS-DXK Citation XL(Fraction 466E), D-ABEP 737/300(Air Berlin 1020)
- 7/10 LX-LOU Lear Jet 60(Lion King 7 Ambulance), G-HRDB A.109S
- 8/10 G-OENA AW.189(Bristows 543, training), G-BYXG Tutor(Cranwell 27, training)
- 9/10 EC-JCU Metroliner(OVA 84K), G-COBI King Air 200(Calibrator 126)
- 11/10 EC-HCH Metroliner(OVA 82K), G-FBKG Citation Mustang(Blink 7G)
- 12/10 F-HATG Citationjet 3, G-JMED Lear Jet 35(Air Med 079), G-MCGP AW.189
- 13/10 D-AGEP Boeing 737/300(Air Berlin(1012)
- 14/10 OY-LAF PA-34 Seneca, G-CIJC S-92(Bristows 592), M-TSRI King Air 90
- 15/10 F-HATG Citationjet 3, G-MOSH PA-28R, G-CIKM DA-42(Aero 74, training)
- 16/10 ZF264 Tucano(Cordite, ILS), ZF343 Tucano(LOP 23)
- 19/10 G-LEAA Citation Mustang(Lonex 56AA), ZF264 Tucano(LOP 44, ILS)
- 20/10 PH-EUG AW.139(Maple 10A), D-ABLA 737/300(Air Berlin 1021)
- 21/10 D-ISIX King Air 90, ZE701 BAe.146(Northolt 10, training)
- 22/10 OE-FZD Citation Mustang(Dream Team 078C), ZF388 Tucano(LOP 33, ILS)
- 23/10 G-FBNK Citation Mustang(Blink 26Z), CS-DXJ Citation XL(Fraction 3QX)
- 25/10 G-XAVB Citation Mustang(Beauport 523), N842PA Gulfstream 4(Peg Jet 42)
- 26/10 ZM406 A.400M(Ascot 405, training), G-YYUC Tutor(Cranwell 61, training)
- 27/10 D-ABLA Boeing 737/300(Air Berlin 1022), ZF 339 Tucano(LOP 32, ILS)
- 30/10 D-CFAI Lear Jet 35A(Red Angel 5682)



9th October 2015 G-COBI King Air 200

HUMBERSIDE PHOTOGRAPHS

ALL Photographs courtesy of Rich Grimley Photography unless stated otherwise



14th October 2015 G-CIJC Sikorsky S-92



22nd October 2015 OE-FZD Citation Mustang



26th October 2015 ZM406 Airbus A400M

TEESSIDE COURTESY OF DTMOVEMENTS.CO.UK

COLLATED BY ALAN SINFIELD

Glossary

N/S	Nightstop
O/S	Overshoot/Touch & Go
t/f	to/from
C/T	Crew Training
F/S	Flying School
*2	Twice
?/?	Unknown to/from

- 01/10 N556L Cirrus SR22 f Sturgate t Training Flight, G-MFLM Cessna 152 f Leeds t Humberside Multiflight, N556L Cirrus SR22 f Training Flight N/S
- 02/10 G-SDRY Citation 525C CJ4 f Gloucestershire t Jersey Dowdeswell, N556L Cirrus SR22 Arrived 01/10 t Lausanne, G-MAJW BAe Jetstream 41 f Humberside t Oxford Eastern Airways took Middlesbrough FC to play Reading FC, G-XAVB Citation 510 Mustang f Jersey N/S Aviation Beauport, OE-FID Citation 510 Mustang f Leeds t St. Gallen—Altenrhein Globe Air, G-OWTF Pitts S-2B Special f ? t Perth, N116SB Commander 114B f ? N/S, G-EMBJ Embraer ERJ-145 f Stansted t Newcastle bmi Regional, 50+36 Transall C-160D f Lossiemouth N/S Luftwaffe, N556L Cirrus SR22 f Lausanne N/S
- 03/10 50+36 Transall C-160D Arrived 02/10 t Leipzig/Halle Luftwaffe, LX-JFU Pilatus PC12 f Stansted t Coventry Jetfly Aviation, G-XAVB Citation 510 Mustang Arrived 02/10 t Jersey Aviation Beauport, SP-ENZ Boeing 737-85F/W f Cardiff t Paris CDG Enter Air brought in the New Zealand Rugby Team,
- 04/10 G-SDRY Citation 525C CJ4 f Jersey t Gloucestershire Dowdeswell Aviation, N116SB Commander 114B Arrived 02/10 t Guernsey, I-AVND Learjet 45 f Milan Linate N/S



I-AVND
Learjet 45

- 05/10 None
- 06/10 ZF573 BN2T Islander CC2A f Northolt t Cumbernauld RAF - Northolt Flight, M-POWR Beech C90A King Air f/t Exeter, I-AVND Learjet 45 Arrived 04/10 t Milan Linate, ZK383/FY BAe Typhoon T3 f Lossiemouth O/S RAF - 1 Sqdn
- 07/10 ZF512/ZF269 Tucano T1 f Linton O/S RAF - 1 FTS, ZK459/X Beech 200 Super King Air f Cranwell O/S RAF - 14 Sqdn, G-XAVB Citation 510 Mustang f/t Jersey Aviation Beauport
- 08/10 G-WAVA Robin HR200 Ecole f Carlisle t Newcastle Carlisle Flight Training, G-EJRS Piper PA-28 Cadet f/t Carlisle Carlisle Flight Training, ZF338 Tucano T1 f Linton O/S RAF - 1 FTS, G-XAVB Citation 510 Mustang f Northolt t Jersey Aviation Beauport, G-PETS Diamond DA-42 f Gamston O/S Diamond Executive Avn, G-SOVN Learjet 45 f Newcastle t Biggin Hill Zenith Aviation, ZK460/U Beech 200 Super King Airf Cranwell O/S RAF - 45 Sqdn, ZD709/078 & ZA453/022 Tornado GR4 f Marham O/S RAF - Marham Wing, ZF142 Tucano T1 f Linton O/S RAF - 1 FTS, G-WCAO Eurocopter EC135 T2+ f Hawarden N/S NPAS Tees Valley, G-BUIF Piper PA-28 Warrior II c Carlisle t Newcastle Northumbria Flying Sch.
- 09/10 G-NHAC AS365N Dauphin f Leeds N/S GNAA, N6298J Piper PA-28R Arrow II f/t Dusseldorf

- Plane Fun Inc., G-NHAA AS365N Dauphin Arrived 18/02 t Leeds GNAA, G-BLHR Grumman GA-7 Cougar f Sherburn C/T, ZF144 Tucano T1 f Linton O/S RAF - 1 FTS, G-BNYO Beech 76 Duchess f Leeds O/S Multiflight, ZF377 Tucano T1 f Linton O/S RAF - 1 FTS, N225EE Gulfstream 5 f/t Farnborough Kaiser Air
- 10/10 G-VLCN Avro Vulcan B2 f Doncaster O/S Vulcan to the Sky, 2-BOYS Rockwell Commander 114 f Shoreham N/S The Vulcan overflew at 1.35pm today, as part of its Northern tour flight before retiring
- 11/10 N556L Ciruss SR-22 Arrived 02/10 t Bagby, 2-BOYS Rockwell Commander 114 Arrived 10/10 t Biggin Hill, G-BOFZ Piper PA-28 Warrior II f Newcastle N/S Northumbria Flying School, G-PEKT Socata TB-20 Trinidad f Gamston O/S, G-ARKJ Beech N35 Bonanza f ? t Lasham, ZG996 BN-2T Defender AL.1 f Belfast Aldergrove t Brize Norton AAC - 5 Regt
- 12/10 ZK459 Beech 200 Super King Air f Cranwell O/S RAF - 45 Sqdn
- 13/10 G-BNYO Beech 76 Duchess f Leeds C/T Multiflight, G-IPLY Citation 550 Bravo f/t Gloucestershire International Plywood, D-CAST Citation 525B CJ3 f Bremen t Marseille Air Hamburg, G-HOTY CL600 Challenger 604 f Luton t Inverness Hangar 8
- 14/10 G-CDVB Agusta A109E f/t ?/? AgustaWestland, CS-TRI Airbus A330-332 f Madrid N/S HiFly/ EuroAtlantic Airways, ZD842/105 Tornado GR4 f Marham O/S RAF - 12 Sqdn, EC-IXL SA-227AC Metro III f Ostend t Barcelona Aeronova, G-SYGA Beech 200 Super King Air f Oxford t Northolt Synergy Aviation, D-CAAM Dornier Do228-212 f/t Munster Arcus Air Logistics
- 15/10 CS-TRI Airbus A330-332 Arrived 14/10 t Torrejon Hifly, G-SPTR Robinson R44 f Local Flying t Wellsbourne Heli Air, G-DSKY Diamond DA42 f/t Gamston Diamond Executive Aviation, ZJ782 AS365N Dauphin f Glasgow t Catterick Army - 671 Sqdn, LZ-FLL Antonov AN-26B f Ostend t Birmingham Bright Freight, G-RSXL Citation 560XL XLS f Farnborough N/S FlyVectra, UR-KDM Antonov AN-12BK f Wroclaw N/S



CS-TRI
Airbus A330
Hifly

- 16/10 G-BRLO Piper PA-38 Tomahawk f Newcastle N/S DTFT, G-RSXL Citation 560XL XLS Arrived 15/10 t Manchester FlyVectra, PH-MJP Fokker 100 f Farnborough t Rotterdam Flydenim bringing Fulham FC in for their game at Middlesbrough tomorrow, CS-DUG Hawker 750 f Farnborough t Oxford Netjets Europe

PH-MJP
Fokker 100



- 17/10 G-SKBL Agusta A109 f ? t Pvt site nr Carlisle Sky Border Logistics, G-BNOH Piper PA-28 Warrior II f Sherburn t Humberside Sherburn Aero Club, Embraer ERJ-145MP f Rome Ciampino t Gatwick FlyDenim to take Fulham FC home after their game at Middlesbrough

- 18/10 G-MDJE Cessna 208 Amphibian f ? N/S European Seaplanes
 19/10 G-MDJE Cessna 206 Amphibian Arrived 18/10 t ?, G-BIXH Cessna F152 f Newcastle O/S Northumbria Flying School, UR-KDM Antonov AN-12BK Arrived 15/10 t East Midlands Cavok Air, XX200/CO Hawk T1A f Leeming O/S RAF - 100 Sqn, G-BIXH Cessna F152 f/t Newcastle Northumbria Flying School, 9H-MDJ Cessna U206G Stationair 6 f Oxford N/S,



G-MDJE
Cessna 206
Amphibian

UR-KDM
Antonov AN-12BK
Covok Air



- 20/10 LX-JFY Pilatus PC-12 f/t Denham Jetfly Aviation, G-MAJU BAe Jetstream 41 f Humberside t Cardiff Eastern Airways to take Middlesbrough FC out for their game at Cardiff ton, ZZ504 Beech 350 Shadow R1 C/T RAF - 14 Sqn, 9H-MDJ Cessna U206G Stationair 6 Arrived 19/10 t Cherbourg, G-CIFW Beech 200 Super King Air f Southend N/S, ZF140 Tucano T1 f Linton O/S RAF - 1 FTS, ZD842/105 Tornado GR4 f Marham O/S RAF - 12 Sqn
 21/10 G-MAJU BAe Jetstream 41 f Cardiff t Aberdeen Eastern Airways bringing Middlesbrough FC back from their game at Cardiff., G-BYUF Grob G115E Tutor T1 f Leeming O/S RAF - Northumbrian UAS, XX258/CE T1A f Leeming O/S RAF - 100 Sqn, ZK342/EA & ZK347/EF Typhoon FGR4 f Lossiemouth O/S RAF - 6 Sqn, ZF338 Tucano T1 f Linton O/S RAF - 1 FTS, ZA372/006 Tornado GR4A f Marham O/S RAF - 9 Sqdns, G-CRBN Embraer 505 Phenom 300 f Exeter N/S Fairjet, G-CIFW Beech 200 Super King Air Arrived 20/10 t Belfast International was previously ZK453/M with RAF 45(R) Squadron.

F-GULY
Beech C90B
King Air



22/10 **F-GULY** Beech C90B King Air f/t Exeter, G-PJDS Citation 550 Bravo f/t Gloucestershire, ZF287 Tucano T1 f Linton O/S RAF - 1 FTS, **N468GH** BD-700 Global 5000 f Brussels t Paris Le Bourget, **D-CGRC** Learjet 35A f Corfu t Nunish Jet Executive, ZF269/ZF374 Tucano T1 f/t Linton RAF - 1 FTS, **G-LAWX** Sikorsky S-92A f Local Site t ? Starspeed, **G-ULFS** Gulfstream G650 f Shannon t Bristol Dyson, ZF407 Tucano T1 f Linton O/S RAF - 1 FTS, CS-DXT Citation 560 XLS f Palma N/S Netjets Europe, LZ-FLL Antonov AN-26B f Ostend t Birmingham Bright Flight



N468GH
BD-700
Global 500

- 23/10 C-GZCZ IAI Gulfstream 150 f Halifax t Hawarden Sunwest Aviation, OH-RBX Citation 560XL Excel f Hel N/S, ZF377 Tucano T1 f Linton O/S RAF - 1 FTS, CS-DXT Citation 560XL XLS Arrived 22/10 t Culdrose Netjets Europe, ZE701 BAe 146-100 CC2 f Manchester t Newcastle RAF - 32 Sqdn, G-BUIF Piper PA-28 Warrior II f Newcastle O/S Northumbria Flying School, G-CRBN Embraer 505 Phenom 300 Arrived 21/10 t Luton Flairjet, SP-KPK Saab 340A f Kosice t Warsaw Sprintair
- 24/10 G-DLAK Cessna 208 Caravan Amphib.f/t ?? Aerodynamics, OH-RBX Citation 560XL Excel arrived 23/10 t Helsinki, N88NA Piper PA-32R Saratoga SP f Gloucestershire t Gamston, G-EUUZ Airbus A320-232 f Heathrow N/S BA Newcastle diversion, some sort of power cut at the airport affecting certain areas, was expecting to be closed for around an hour but back open 2115
- 25/10 G-EUUZ Airbus A320-232 Arrived 24/10 t Heathrow BA Newcastle diversion from yesterday
- 26/10 N288Z Gulfstream G650 f Hong Kong N/S, G-NORK Bell 206B Jet Ranger III f Leicester t Carlisle, ZK459/X Beech 200 Super King Air f Cranwell O/S RAF - 45(R) Sqdn, ZF269 Tucano T1 f/t Linton RAF - 1 FTS, ZF377/ZF407ZF139/ZF140 f Linton O/S RAF - 1 FTS
- 27/10 G-SDRY Citation 525C CJ4 f Gloucestershire t Farnborough Dowdeswell Aviation
- 28/10 CS-DXE Citation 560 XLS f Stockholm Bromma t Paris Le Bourget NetJets Europe, OO-IDE Citation 525 f Kosice t Wevelgem Air Service Liege, D-CSLT Learjet 60 f Berlin Schonefeld N/ S IFA - Flight Ambulance
- 29/10 HA-TAG Saab 340A f Kosice t Liege Fleet Air International, N288Z Gulfstream G650 Arrived 26/10 t Luton, D-CSLT Learjet 60 Arrived 28/10 t Nuremberg IFA Flight Ambulance
- 30/10 D-ICCC Cessna F406 Caravan II f Egelsbach t Hannover Air Taxi Europe, G-CXLS Citation 560XL XLS f Southampton N/S Aviation Beauport
- 31/10 G-CXLS Citation 560XL XLS Arrived 30/10 t Jersey Aviation Beauport

Note for 08/10

The police helicopter is changing with G-CPSH having gone the other way on Tuesday. The Typhoon Triplex 13 was being escorted by 2 other aircraft Triplex 11 (at FL100) and Triplex 12 down to 1000ft, they broke off the approach over Stockton heading South at 1600

Note for 09/10

The police helicopter changed yesterday to G-WCAO with G-CPSH having gone the other way on Tuesday. The GNAA Dauphin looks to have changed aircraft today with NHAC returning to replace G-NHAA

Note for 11/10

G-BOFZ departed at 1315 but just after take off he declared an Emergency due too loss of power and returned and landed safely. Airport fire service were on standby till he landed at 1334

CATCH UP – February 2015

British Airways(SHT/BA, “Shuttle”)

The company has operates its **Heathrow** flights three times daily, operated by A.319 aircraft.

Heathrow(1342/1343, “20B/21Y”) -1/2 G-EUPY, 2/2 G-EUOH, 3/2 G-EUPN, 4/2 G-EUPA, 5/2 G-EUPW, 6/2 G-EUPA, 7/2 G-EUPV, 8/2 G-EUPR, 9/2 G-EUPN, 10/2 G-EUOB, 11/2 G-EUPP, 12/2 G-EUPF, 13/2 G-EUOC, 14/2 G-EUPA, 15/2 G-EUPX, 16/2 G-EUPO, 17/2 G-EUPF, 18/2 G-EUPD, 19/2 G-EUPW, 20/2 G-EUPC, 21/2 G-EUOB, 22/2 G-EUOB, 23/2 G-EUPY, 24/2 G-EUPW, 25/2 G-EUOG, 26/2 G-EUOA, 27/2 G-EUPB, 28/2 G-EUOD.

Heathrow(1344/1345, “20C/21X”) -1/2 G-EUOD, 2/2 G-EUPU, 3/2 G-EUPX, 4/2 G-EUPW, 5/2 G-EUPF, 6/2 G-EUPX, 7/2 G-EUOE, 9/2 G-EUOA, 10/2 G-EUOD, 11/2 G-EUPM, 12/2 G-EUOD, 13/2 G-EUPH, 15/2 G-EUOE, 16/2 G-EUPX, 17/2 G-EUPK, 18/2 G-EUPS, 19/2 G-EUOH, 20/2 G-EUPZ, 22/2 G-EUPE, 23/2 G-EUPH, 24/2 G-EUPG, 25/2 G-EUPS, 26/2 G-EUPB, 27/2 G-EUPK.

Heathrow(1346/1347, “20D/21V”) -1/2 G-EUOI, 2/2 G-EUPU, 3/2 G-EUPW, 4/2 G-EUPO, 5/2 G-EUPS, 6/2 G-EUPH, 8/2 G-EUOD, 9/2 G-EUOG, 10/2 G-EUPT, 11/2 G-EUOD, 12/2 G-EUPN, 13/2 G-EUPT, 15/2 G-EUPK, 16/2 G-EUPG, 17/2 G-EUPV, 18/2 G-EUPR, 19/2 G-EUOE, 20/2 G-EUPC, 22/2 G-EUOA, 23/2 G-EUOE, 24/2 G-EUPK, 25/2 G-EUPP, 26/2 G-EUPK, 27/2 G-EUPC, 28/2 G-EUPB.

Denim Air(J7/DNM, “Denim”)

The company operate occasional charter flights using Fokker and Embraer aircraft.

27/2 PH-DND(**E145**) operated a charter in from Luton, 28/2 PH-DND(E145) operated a charter out to Luton.

Eastern Airways(EZE/T3, “Eastflight”)

Jetstream 41 aircraft are utilized on most flights to **Aberdeen and Southampton** with aircraft frequently swapped. Occasionally S2000 and EMB135 aircraft used.

Aberdeen “21LK/31LK” -2/2 G-MAJT, 9/2 G-MAJW, 10/2 G-MAJW, 11/2 G-MAJW(21LK) G-MAJJ(31LK), 12/2 G-MAJJ, 16/2 G-MAJW(21LK) G-MAJY(31LK), 17/2 G-MAJY, 18/2 G-MAJY, 19/2 G-MAJI, 23/2 G-MAJJ, 24/2 G-MAJU(21LK) G-MAJI(31LK), 25/2 G-MAJJ, 26/2 G-MAJJ.

Aberdeen “81LK/91LK” -2/2 G-MAJT(81LK G-MAJK(91LK), 3/2 G-MAJK, 4/2 G-MAJK, 6/2 G-MAJK(81LK) G-MAJW(91LK), 9/2 G-MAJW, 10/2 G-CHMR(81LK) G-MAJU(91LK), 11/2 G-MAJJ, 12/2 G-MAJJ, 13/2 G-CERZ, 16/2 G-MAJY, 17/2 G-MAJY, 18/2 G-MAJY, 19/2 G-MAJI, 20/2 G-MAJY, 23/2 G-MAJJ, 24/2 G-MAJI, 25/2 G-MAJJ, 26/2 G-MAJB(81LK) G-MAJZ(91LK), 27/2 G-MAJZ.

Aberdeen “4701/76LK” -2/2 G-CGMC, 3/2 G-CGMC, 4/2 G-CGMC, 5/2 G-CGMC, 6/2 G-CGMC, 9/2 G-CGMC, 10/2 G-CGMC, 11/2 G-CGMC, 12/2 G-CGMC, 13/2 G-CGMC, 16/2 G-CGMC, 17/2 G-CGMC, 18/2 G-CGMC, 19/2 G-MAJY, 20/2 G-MAJI, 23/2 G-MAJY(4701) G-MAJU(76LK), 24/2 G-MAJJ, 25/2 G-MAJI(4701) G-CHMR(76LK), 26/2 G-CHMR(4701) G-CGMB(76LK), 27/2 G-CGMB.

Southampton “70Y/71G” -2/2 G-CGMC, 3/2 G-CGMC, 4/2 G-CGMC, 5/2 G-CGMC, 9/2 G-CGMC, 10/2 G-CGMC, 11/2 G-CGMC, 12/2 G-CGMC, 16/2 G-CGMC, 17/2 G-CGMC, 18/2 G-CGMC, 19/2 G-MAJY, 23/2 G-MAJY, 24/2 G-MAJJ, 25/2 G-MAJI, 26/2 G-CHMR.

Southampton “76Y/77G” -4/2 G-CGMC, 5/2 G-CGMC, 6/2 G-CGMC, 9/2 G-CGMC, 10/2 G-CGMC, 11/2 G-CGMC, 12/2 G-CGMC, 13/2 G-CGMC, 16/2 G-CGMC, 17/2 G-CGMC, 18/2 G-CGMC, 19/2 G-MAJY, 20/2 G-MAJJ, 23/2 G-MAJU, 24/2 G-MAJJ, 25/2 G-CHMR, 26/2 G-CGMB, 27/2 G-CGMB.

Southampton “31Y/81G” -2/2 G-MAJT, 5/2 G-MAJK, 6/2 G-MAJK, 9/2 G-MAJW, 10/2 G-MAJW, 11/2 G-MAJJ, 12/2 G-MAJJ, 13/2 G-MAJW, 16/2 G-MAJY, 17/2 G-MAJY, 18/2 G-MAJY, 19/2 G-MAJI, 20/2 G-MAJY, 23/2 G-MAJJ, 24/2 G-MAJI, 25/2 G-MAJJ, 26/2 G-MAJJ(31Y) G-MAJB(81G), 27/2 G-MAJZ.

Sunday diagram from Aberdeen(91LK) to Southampton(91Y) return from Southampton(81G) to Aberdeen(81LK):-1/2 G-CGMB, 8/2 G-CGMB, 15/2 G-CERZ, 22/2 G-CERZ.

Additional flights:-10/2 G-CHMR(11W/12W) arrived from/departed to Aberdeen and then arrived back from Newcastle(94C), G-MAJU(69L) departed to Tees Valley, 18/2 G-MAJI(498P) positioned in from Manchester, 20/2 G-CGMC(940P) positioned out to Birmingham.

EasyJet(EZY/U2, “Easy”)

Flights f/t **Geneva** will commence on 20/12, operated by Airbus A319/A320 on Thu/Fri/Sat/Sun.

Geneva(7346/5 “34FJ/45VT”) –1/2 G-EZDC, 2/2 G-EZIX, 5/2 G-EZFB, 6/2 G-EZGH, 7/2 G-EZGE, 8/2 G-EZIR, 9/2 G-EZIX, 2/2 G-EZIH, 13/2 G-EZIH, 14/2 G-EZII, 15/2 G-EZFN, 16/2 G-EZIH, 19/2 G-EZIH, 20/2 HB-JZS, 22/2 HB-EZBA, 23/2 G-EZIO, 26/2 G-EZIH, 27/2 G-EZED, 28/2 G-EZFD.

Enterair(ENT, “Enterair”)

The company operates charters using Boeing 737/400 aircraft.

1/2 SP-ENB(3163) departed to Kiruna, 5/2 SP-ENB arrived from Kiruna (3166) then departed to Manchester.

Flybe(BEE/BE, “Jersey”)

Flybe use Dash-8-400Q aircraft to operate flights from and to **Belfast City**. Additional service from **Southampton** to **Aberdeen** and reverse with intermediate stop at LBA started in November 2014.

Belfast City(729/730, “729/2LP”) :–2/2 G-FLBE, 3/2 G-JECH, 4/2 G-JECY, 5/2 G-ECOC, 6/2 G-JECZ, 7/2 G-FLBD, 9/2 G-ECOC, 10/2 G-JECZ, 11/2 G-JECZ, 12/2 G-ECOB, 13/2 G-ECOE, 14/2 G-JECE, 16/2 G-ECOH, 17/2 G-ECOH, 18/2 G-JEDU, 19/2 G-JECL, 20/2 G-ECOB, 21/2 G-JEDU, 23/2 G-ECOE, 24/2 G-ECOB, 25/2 G-ECOE, 26/2 G-JECZ, 27/2 G-ECOH, 28/2 G-JECE.

Belfast City(731/732, “5AE/73RK”) :–1/2 G-JECN, 2/2 G-JECY, 3/2 G-FLBE, 4/2 G-JEDU, 5/2 G-JECY, 6/2 G-JECJ, 7/2 G-JEDU, 8/2 G-ECOC, 9/2 G-JECJ, 10/2 G-JECJ, 11/2 G-ECOB, 12/2 G-JECZ, 13/2 G-FLBE, 14/2 G-ECOB, 15/2 G-JECE, 16/2 G-ECOE, 17/2 G-KEEV, 18/2 G-ECOB, 19/2 G-ECOB, 20/2 G-FLBC, 21/2 G-JECZ, 22/2 G-ECOE, 23/2 G-JEDT, 24/2 G-FLBC, 25/2 G-JEDV, 26/2 G-JECH, 27/2 G-JECJ, 28/2 G-JECE.

Belfast City(733/734, “6CX/734”) :–1/2 G-JECY, 2/2 G-JEDM, 3/2 G-JECH, 4/2 G-JECZ, 5/2 G-FLBD, 6/2 G-FLBD, 8/2 G-JECJ, 9/2 G-JECG, 10/2 G-JECG, 11/2 G-FLBE, 12/2 G-ECOB, 13/2 G-JEDP, 15/2 G-ECOE, 16/2 G-JEDU, 17/2 G-JEDU, 18/2 G-JECG, 19/2 G-FLBC, 20/2 G-JECZ, 22/2 G-ECOC, 23/2 G-FLBC, 24/2 G-KEEV, 25/2 G-JECH, 26/2 G-JEDM, 27/2 G-JEDV.

Belfast City(735/736, “3BH/1JY”) :–1/2 G-JECY, 2/2 G-JECG, 5/2 G-JEDU, 6/2 G-ECOC, 8/2 G-FLBB, 9/2 G-ECOC, 12/2 G-ECOB, 13/2 G-ECOT, 14/2 G-ECOB, 16/2 G-FLBC, 19/2 G-JECZ, 20/2 G-JECL, 22/2 G-ECOB, 23/2 G-ECOP, 26/2 G-ECOE, 27/2 G-ECOE.

Aberdeen/Southampton(7001, “24KE/7LD”) :–2/2 G-FLBA, 3/2 G-ECOG, 4/2 G-ECOM, 5/2 G-JECI, 6/2 G-ECOF, 7/2 G-JECO, 9/2 G-JECO, 10/2 G-JECL, 11/2 G-ECOO, 12/2 G-JECJ, 13/2 G-ECOM, 14/2 G-ECOO, 16/2 G-JECJ, 17/2 G-ECOF, 18/2 G-FLBA, 19/2 G-ECOF, 20/2 G-FLBA, 21/2 G-ECOM, 23/2 G-FLBB, 24/2 G-FLBB, 25/2 G-JECM, 26/2 G-FLBB, 27/2 G-ECOF, 28/2 G-JECN.

Southampton/Aberdeen(7002, “7CT/42WB”) :–2/2 G-FLBB, 3/2 G-FLBB, 4/2 G-FLBA, 5/2 G-FLBA, 6/2 G-ECOM, 7/2 G-ECOF, 9/2 G-JECI, 10/2 G-JECI, 11/2 G-JECI, 12/2 G-FLBA, 13/2 G-FLBA, 14/2 G-ECOM, 16/2 G-JECN, 17/2 G-ECOM, 18/2 G-JECI, 19/2 G-ECOM, 20/2 G-FLBB, 21/2 G-FLBA, 23/2 G-FLBA, 24/2 G-FLBA, 25/2 G-JECN, 26/2 G-ECOD, 27/2 G-JECM, 28/2 G-ECOD.

Aberdeen/Southampton(7003, “7FU/8DM”) :–2/2 G-FLBB, 3/2 G-FLBB, 4/2 G-FLBA, 5/2 G-FLBA, 6/2 G-ECOM, 7/2 G-ECOF, 9/2 G-JECI, 10/2 G-JECI, 11/2 G-JECI, 12/2 G-FLBA, 13/2 G-FLBA, 14/2 G-ECOM, 16/2 G-JECN, 17/2 G-ECOM, 18/2 G-JECI, 19/2 G-ECOM, 20/2 G-FLBB, 21/2 G-FLBA, 22/2 G-JECO, 23/2 G-FLBA, 24/2 G-FLBA, 25/2 G-JECN, 26/2 G-ECOD, 27/2 G-JECM, 28/2 G-ECOD.

Southampton/Aberdeen(7004, “7JF/42PK”) :–1/2 G-ECOM, 2/2 G-FLBA, 3/2 G-ECOG, 4/2 G-JECX, 5/2 G-JECI, 6/2 G-ECOF, 8/2 G-FLBC, 9/2 G-JECO, 10/2 G-JECL, 11/2 G-ECOF, 12/2 G-JECJ, 13/2 G-ECOM, 14/2 G-JECO, 16/2 G-JECJ, 17/2 G-ECOF, 18/2 G-FLBA, 19/2 G-ECOF, 20/2 G-FLBA, 23/2 G-FLBB, 24/2 G-ECOM, 25/2 G-JECM, 26/2 G-FLBB, 27/2 G-ECOD.

Aberdeen/Southampton(7005, “7005/7GW”) :–1/2 G-ECOM, 2/2 G-FLBA, 3/2 G-ECOG, 4/2 G-JECX, 5/2 G-JECI, 6/2 G-ECOF, 8/2 G-FLBC, 9/2 G-JECO, 10/2 G-JECL, 11/2 G-ECOF, 12/2 G-JECJ, 13/2 G-ECOM, 14/2 G-JECO, 16/2 G-JECJ, 17/2 G-ECOF, 18/2 G-FLBA, 19/2 G-ECOF, 20/2 G-FLBA, 22/2 G-JECO, 23/2 G-FLBB, 24/2 G-ECOM, 25/2 G-JECM, 26/2 G-FLBB, 27/2 G-ECOD.

Southampton/Aberdeen(7006, “7006/92UA”) :–1/2 G-FLBA, 2/2 G-ECOG, 3/2 G-ECOM, 4/2 G-JECI, 5/2 G-ECOF, 6/2 G-JECO, 8/2 G-JECO, 9/2 G-JECL, 10/2 G-ECOO, 11/2 G-JECJ, 12/2 G-ECOM, 13/2 G-ECOO, 15/2 G-JECJ, 16/2 G-ECOF, 17/2 G-FLBA, 18/2 G-ECOF, 19/2 G-FLBA, 20/2 G-ECOM, 22/2 G-FLBB, 23/2 G-FLBB, 24/2 G-JECM, 25/2 G-FLBB, 26/2 G-ECOF, 27/2 G-JECN.

Jet2(EXS/LS, “Channex”)

Charter flights plus positioning flights will be detailed in this section:-2/2 G-LSAE(033E) positioned in from Manchester, 3/2 G-GDFT(051B) positioned in from Manchester, 5/2 G-GDFF(101C) positioned out to Paris, G-CELK(109C/110C) positioned out to Luton/in from Chambery, G-GDFB(031E) positioned out to Belfast, G-GDFW(051B) test flight, G-LSAE(039E) positioned out to Manchester, 6/2 G-LSAN(118C) positioned out to Dublin, G-GDFW(113C) positioned out to Dublin, G-CELJ(039E) positioned out to Manchester, G-GDFP(071W) positioned in from Manchester, 8/2 G-JZHA(051B) test flight, G-GDFW(110C) positioned in from Dublin, G-GDFM(102C) positioned in from Dublin, G-LSAI(110C) positioned in from Dublin, 9/2 G-CELK(038E) positioned out to Manchester, 10/2 G-LSAJ(031E) positioned in from Manchester, 11/2 G-GDFZ(041A) positioned out to Newcastle, G-GDFU(031E) positioned in from Manchester, G-GDFG(033E) positioned in from Newcastle, 12/2 G-GDFC(031E) positioned out to Newcastle, G-GDFL(042A) positioned in from Newcastle, 13/2 G-LSAG(034R) positioned out to Manchester, 14/2 G-GDFP(041A) positioned out to Sofia, G-GDFE(058B) positioned out to Newcastle, G-CELH(119C) positioned in from Lyon, G-LSAD(102C) positioned in from Lyon, G-CELO(109C) positioned in from Bergen, 15/2 G-GDFU(042A) positioned out to East Midlands, G-GDFP(041A) positioned in from East Midlands, G-GDFF(055B) positioned in from Sofia, 16/2 G-GDFX(041A) positioned in from Glasgow, G-GDFM(058B) test flight, G-GDFJ(031E) positioned in from Manchester, 17/2 G-CELG(300T) test flight, G-GDFH(039E) positioned in from Newcastle, G-CELB(014A) positioned out to Cologne, 18/2 G-CELZ(033E/034E) positioned in from/out to Edinburgh, G-GDFH(051B) positioned out to Newcastle, G-CELE(049A) positioned in from Dusseldorf, G-GDFO(035E/036E) positioned in from/out to Belfast, G-GDFP(031E) positioned out to East Midlands, 19/2 G-LSAC(032E) positioned in from Manchester, 20/2 G-LSAD(042A) positioned out to Manchester, 21/2 G-GDFF(051B) positioned out to Glasgow, G-GDFT(120C) positioned out to Lyon, G-LSAJ(103C) positioned out to Lyon, G-GDFX(070J) positioned in from Manchester, 22/2 G-GDFG(010P) positioned out to Belfast, G-GDFO(011P) positioned in from Belfast, 23/2 G-CELE(051B) test flight, G-GDFP(031E) positioned in from Manchester, 24/2 G-JZHA(031E) positioned out to Amsterdam, 25/2 G-GDFJ(109C) positioned out to Glasgow, 26/2 G-GDFM(042A) positioned out to Amsterdam, G-GDFO(045A) positioned in from Amsterdam, 27/2 G-JZHA(051B) positioned in from Amsterdam, G-CELO(109C) positioned out to Cardiff, G-GDFL(49A) positioned out to Geneva, G-GDFK(048A) positioned in from Geneva.

KLM(KLM/KL, “KLM”)

Amsterdam flights are operated 4x Daily. Fokker 70 aircraft were replaced by Embraer 190 on all flights during May but still turn up occasionally.

Amsterdam(1545/1546, “1545/1546”) :-1/2 PH-EZD, 2/2 PH-EXA, 3/2 PH-EZD, 4/2 PH-EZD, 5/2 PH-EZN, 6/2 PH-EZM, 7/2 PH-EZY, 8/2 PH-EZZ, 9/2 PH-EZM, 10/2 PH-EZO, 11/2 PH-EZV, 12/2 PH-EZO, 13/2 PH-EZM, 14/2 PH-EZV, 15/2 PH-EZD, 16/2 PH-EXC, 17/2 PH-EZA, 18/2 PH-EZT, 19/2 PH-EZB, 20/2 PH-EZO, 21/2 PH-EZW, 22/2 PH-EZX, 23/2 PH-EZI, 24/2 PH-EZC, 25/2 PH-EZX, 26/2 PH-EZF, 27/2 PH-EZW, 28/2 PH-EZP.

Amsterdam(1549/1550, “73E/1550”) :-1/2 PH-EZK, 2/2 PH-EZM, 3/2 PH-EZX, 4/2 PH-EZX, 5/2 PH-EZU, 6/2 PH-EZR, 8/2 PH-EZO, 9/2 PH-EZP, 10/2 PH-EZY, 11/2 PH-EZT, 12/2 PH-EZA, 13/2 PH-EZV, 15/2 PH-EZI, 16/2 PH-EZR, 17/2 PH-EZK, 18/2 PH-EZG, 19/2 PH-EZT, 20/2 PH-EZP, 22/2 PH-EXD, 23/2 PH-EZK, 24/2 PH-EXA, 25/2 PH-EZK, 26/2 PH-EZH, 27/2 PH-EZM.

Amsterdam(1551/1540, “69W/78E”, aircraft night stops) :-1/2 PH-EZZ, 2/2 PH-EZV, 3/2 PH-EXB, 4/2 PH-EZN, 5/2 PH-EXA, 6/2 PH-EZX, 7/2 PH-EZC, 8/2 PH-EZM, 9/2 PH-EZT, 10/2 PH-EZP, 11/2 PH-EZO, 12/2 PH-EZE, 13/2 PH-EZB, 14/2 PH-EZK, 15/2 PH-EZF, 16/2 PH-EZD, 17/2 PH-EZU, 18/2 PH-EZE, 19/2 PH-EZR, 20/2 PH-EZR, 21/2 PH-EZC, 23/2 PH-EZH, 24/2 PH-EZU, 25/2 PH-EZL, 26/2 PH-EZY, 27/2 PH-EZC, 28/2 PH-EZH.

Additional Flights:-10/2 PH-KZO(**F70**) arrived from/departed to Humberside(1489), 23/2 PH-EZD(9956) positioned in from Doncaster then departed to Amsterdam(78E).

Loganair(LOG/BE, “Loganair”)

Flights are scheduled to be operated from and to **Glasgow** using Dornier 328 & Saab 340 aircraft.

Glasgow(6980/6981, “73JV/24PL”) :-2/2 G-LGNH, 3/2 G-LGNH, 4/2 G-LGNE, 5/2 G-LGNH, 9/2 G-LGNG, 10/2 G-LGNI, 11/2 G-LGNN, 12/2 G-LGNN, 16/2 G-LGNI, 17/2 G-LGNI, 18/2 G-LGNI, 19/2 G-LGNF, 23/2 G-LGNB, 24/2 G-LGNA, 25/2 G-LGNK, 26/2 G-LGNC.

Glasgow(6984/6985, "26JL/12DC") :-2/2 G-LGNF, 3/2 G-LGNG, 4/2 G-LGNH, 5/2 G-LGNE, 6/2 G-LGNH, 9/2 G-LGNA, 10/2 G-LGNI, 11/2 G-LGNN, 12/2 G-LGNI, 13/2 G-LGNE, 16/2 G-LGNI, 17/2 G-LGNI, 18/2 G-LGNF, 19/2 G-LGNK, 20/2 G-LGNK, 23/2 G-LGNA, 24/2 G-LGNH, 25/2 G-LGNC, 26/2 G-LGNC, 27/2 G-LGNC.

Monarch(MON/ZB, "Monarch")

Schedules flights to be operated to the following destinations:- **Arrecife**(7592/3 –Mon/Thu); **Tenerife**(7504/5 –Tue/Fri); **Larnaca**(7508/9 –Wed/Sun); **Faro**(7542/3 –Tue/Thu/Sat), **(Palma)**(7516/7 –Tue/Thu), **Dalaman**(7534/5 –Tue/Sat), **Heraklion**(7558/9 –Wed/Sat/Sun), **Antalya**(7596/7 –Thu/Sun), **Barcelona**(7554/5 –Mon/Fri), **Bodrum**(7536/7 –Mon/Fri).
One Airbus A.320 is based.:-G-ZBAR(1/2), G-OZBX(1/2-28/2).

Ryanair(RYR/FR, "Ryanair")

Ryanair will base 3x Boeing 737/800 aircraft at LBA this winter, one aircraft acting as a back-up, operating routes to:- **Alicante**(9079/8, "656B/49N" –Mon/Wed/Fri); **Dublin**(153/2, "153/51KQ" –Mon/Tue/Wed/Thu/Fri/Sat); **Dublin**(157/6, "16KK/157" –Mon/Tue/Wed/Thu/Fri/Sat/Sun); **Fuerteventura**(1584/5, "886W/67G" –Mon/Fri); **Gdansk**(1503/04, "82PR/1504" –Wed/Sun); **Krakow**(2332/3, "2332/59AQ" –Tue/Thu/Sat); **Malaga**(2446/7, "221F/394N" –Wed/Sun); **Malta**(2448/49, "547Q/191C" –Thu/Sun); **Riga**(2482/3, "76BC/2483", -Thu/Sun); **Tenerife**(2494/3, "517C/2493" –Tue/Sat);

Based aircraft:- EI-DWF(1/2-14/2), EI-EKM(1/2-4/2), EI-EBL(1/2-28/2), EI-DWW(4/2-23/2), EI-EVR(14/2-22/2), EI-EVK(22/2-28/2), EI-EKP(23/2-28/2).

Flights operated by non-based aircraft:-

Lanzarote (2047/2048, "422U/510A", -Tue/Sat):-3/2 EI-EBV, 7/2 EI-EKP, 10/2 EI-EKP, 14/2 EI-EKP, 17/2 EI-EBR, 21/2 EI-EPH, 24/2 EI-EBZ, 28/2 EI-EKM.

Stobart Air(RE/STK, "Stobart")

From late October Stobart Air (formerly Air Arran) has commenced a service between Leeds and Dublin (on behalf of Aer Lingus Commuter) using ATR72 aircraft.

Dublin (EIN3390/3391, "STK09L/STK19L"):-3/2 EI-FAW, 4/2 EI-FAW, 5/2 EI-FCZ, 6/2 EI-FAW, 7/2 EI-FAS, 9/2 EI-FAS, 10/2 EI-FAS, 11/2 EI-FCY, 13/2 EI-FAS, 14/2 EI-FAS, 16/2 EI-FCZ, 17/2 EI-FAS, 18/2 EI-FAW, 19/2 EI-FAS, 20/2 EI-FAS, 21/2 EI-FAW, 23/2 EI-FAS, 24/2 EI-FAW, 25/2 EI-FAW, 26/2 EI-FAW, 27/2 EI-FAV, 28/2 EI-FAV.

Dublin (EIN3392/3393, "STK29L/STK39L"):-1/2 EI-FAS, 8/2 EI-FAS, 15/2 EI-FAS, 22/2 EI-FCY.

Dublin (EIN3394/3395, "STK49L/STK59L"):-1/2 EI-FAU, 2/2 EI-FAW, 5/2 EI-FAW, 6/2 EI-FAS, 8/2 EI-FAU, 9/2 EI-FCY, 10/2 EI-FCY, 12/2 EI-FAS, 13/2 EI-FAX, 15/2 EI-FAX, 18/2 EI-FAT, 19/2 EI-FCY, 20/2 EI-FAT, 22/2 EI-FAU, 23/2 EI-FCY, 25/2 EI-FCY, 26/2 EI-FAW, 27/2 EI-FAV.

Thomson Airways(TOM/BY, "Thomson")

The company will operate one flight per week, through the winter starting from 8/11.

Tenerife (3629/3628 "4PT/54K" – Sat):-7/2 G-FDZU, 14/2 G-FDZU, 21/2 G-FDZU, 28/2 G-FDZU.

Can you help?

Roger Fozzard would like to know if anyone has used Plane Spotter Management Software See <http://www.planespottersoftware.co.uk/>. Please contact Roger at rogerfozzard@tiscali.co.uk if you can help him.

AIRLINE BY AIRLINE @ LBA BY ANDREW COVERDALE

October 2015 movements

bmi Regional(WW/BMR, “Midland”)

This company operates occasional charters using Emb145 aircraft.

1610 G-RJXF(8208) operated charter in from Gatwick, 17/10 G-RJXF(8209) operated charter back to Gatwick.

British Airways(SHT/BA, “Shuttle”)

The company has operates its **Heathrow** flights three times daily, operated by A.319 aircraft.

Heathrow(1340/1341, “20A/21Z”) :-1/10 G-EUPO, 2/10 G-EUPN, 3/10 G-EUPZ, 4/10 G-EUPV, 5/10 G-EUOF, 6/10 G-EUPK, 7/10 G-EUPC, 8/10 G-EUPK, 9/10 G-EUOI, 10/10 G-EUPS, 11/10 G-EUOH, 12/10 G-EUPW, 13/10 G-EUPW, 14/10 G-EUPR, 15/10 G-EUPS, 16/10 G-EUPC, 17/10 G-EUOI, 18/10 G-EUPR, 19/10 G-EUPN, 20/10 G-EUPX, 21/10 G-EUPR, 22/10 G-EUPK, 23/10 G-EUPW, 24/10 G-EUPB.

Heathrow(1342/1343, “20B/21Y”) :-1/10 G-EUPX, 2/10 G-EUOI, 3/10 G-EUPX, 4/10 G-EUOH, 5/10 G-EUPZ, 6/10 G-EUPK, 7/10 G-EUPV, 8/10 G-EUPU, 9/10 G-EUPN, 10/10 G-EUPA, 11/10 G-EUOF, 12/10 G-EUPX, 13/10 G-EUOH, 14/10 G-EUPS, 15/10 G-EUOH, 16/10 G-EUPJ, 17/10 G-EUPK, 18/10 G-EUPE, 19/10 G-EUPZ, 20/10 G-EUPV, 21/10 G-EUPA, 22/10 G-EUPF, 23/10 G-EUPC, 24/10 G-EUOI, 25/10 G-EUPZ, 26/10 G-EUPC, 28/10 G-EUPF, 29/10 G-EUPN, 30/10 G-EUPM, 31/10 G-EUPG.

Heathrow(1344/1345, “20C/21X”) :- 1/10 G-EUPW, 2/10 G-EUPZ, 4/10 G-EUPL, 5/10 G-EUPC, 6/10 G-EUPF, 7/10 G-EUOG, 8/10 G-EUPV, 9/10 G-EUOG, 11/10 G-EUOH, 12/10 G-EUOH, 13/10 G-EUPX, 14/10 G-EUPA, 15/10 G-EUPU, 16/10 G-EUPO, 18/10 G-DBCC, 19/10 G-EUOI, 20/10 G-EUPB, 21/10 G-EUPM, 22/10 G-EUPK, 23/10 G-EUPH, 26/10 G-EUOE, 27/10 G-EUPK, 28/10 G-EUPF, 29/10 G-EUPG, 30/10 G-EUPJ.

Heathrow(1346/1347, “20D/21V”):-25/10 G-EUPW, 26/10 G-EUPC, 27/10 G-EUPH, 28/10 G-EUPF, 29/10 G-EUOA, 30/10 G-EUPF, 31/10 G-EUPB.

Eastern Airways(EZE/T3, “Eastflight”)

Jetstream 41 aircraft are utilized on most flights to **Aberdeen** and **Southampton** with aircraft frequently swapped. Occasionally S2000 and EMB135 aircraft used.

Aberdeen “21LK/31LK” -1/10 G-MAJC, 5/10 G-MAJW, 6/10 G-MAJL, 7/10 G-MAJD(21LK) G-MAJK(31LK), 8/10 G-MAJU, 11/10 G-MAJG(21LK) G-MAJK(31LK), 13/10 G-MAJL, 14/10 G-MAJL, 15/10 G-MAJG, 19/10 G-MAJA, 20/10 G-MAJA, 21/10 G-MAJA(21LK) G-MAJC(31LK), 22/10 G-MAJW, 26/10 G-MAJU, 27/10 G-MAJG(21LK), 28/10 G-MAJG(21LK) G-MAJW(31LK), 29/10 G-MAJK.

Aberdeen “4701/76LK” -1/10 G-MAJG(4701) G-MAJE(76LK), 2/10 G-MAJG(4701) G-MAJL(76LK), 5/10 G-MAJE(4701) G-MAJL(76LK), 6/10 G-MAJW(4701) G-MAJD(76LK), 7/10 G-MAJK(4701) G-MAJU(76LK), 8/10 G-MAJK, 9/10 G-MAJU(4701) G-MAJG(76LK), 12/10 G-MAJH(4701) G-MAJL(76LK), 13/10 G-MAJK, 14/10 G-MAJA(4701) G-MAJG(76LK), 15/10 G-MAJL(4701) G-MAJA(76LK), 16/10 G-MAJA, 19/10 G-MAJG(4701) G-MAJH(76LK), 20/10 G-MAJH(4701) G-MAJW(76LK), 21/10 G-MAJW, 22/10 G-MAJC(4701) G-MAJU(76LK), 23/10 G-MAJU, 26/10 G-MAJW(4701) G-MAJG(76LK), 27/10 G-MAJU(76LK), 28/10 G-MAJU(4701) G-MAJK(76LK), 29/10 G-MAJW, 30/10 G-MAJW(4701) G-MAJG(76LK).

Aberdeen “81LK/91LK” -1/10 G-CFLU(81LK), 2/10 G-MAJE, 5/10 G-MAJW, 6/10 G-MAJL(81LK) G-MAJK(91LK), 7/10 G-MAJU, 8/10 G-MAJU, 9/10 G-MAJK(81LK) G-MAJH(91LK), 12/10 G-MAJK, 13/10 G-MAJL, 14/10 G-MAJL, 15/10 G-MAJG, 16/10 G-MAJG, 19/10 G-MAJA, 20/10 G-MAJA, 21/10 G-MAJC, 22/10 G-MAJW, 23/10 G-MAJW, 26/10 G-MAJU, 27/10 G-MAJG, 28/10 G-MAJW, 29/10 G-MAJK, 30/10 G-MAJK.

Southampton “70Y/71G” -1/10 G-MAJG, 5/10 G-MAJE, 6/10 G-MAJW, 7/10 G-MAJK, 8/10 G-MAJK, 12/10 G-MAJH, 13/10 G-MAJK, 14/10 G-MAJA, 15/10 G-MAJL, 19/10 G-G-MAJG, 20/10 G-MAJH, 21/10 G-MAJW, 22/10 G-MAJC, 26/10 G-MAJW, 27/10 G-MAJU(70Y), 28/10 G-MAJU, 29/10 G-MAJW.

Southampton "31Y/4702" (from 16/9) -1/10 G-MAJC, 2/10 G-MAJE, 5/10 G-MAJW, 6/10 G-MAJL, 8/10 G-MAJU, 9/10 G-MAJK, 12/10 G-MAJK, 13/10 G-MAJL, 14/10 G-MAJL, 15/10 G-MAJG, 16/10 G-MAJG, 19/10 G-MAJA, 20/10 G-MAJA, 21/10 G-MAJC, 22/10 G-MAJW, 23/10 G-MAJW, 26/10 G-MAJU, 27/10 G-MAJG(4702), 28/10 G-MAJW(31Y), 29/10 G-MAJK, 30/10 G-MAJK.

Southampton "4705/81G" (from 16/9) -1/10 G-MAJC, 2/10 G-MAJE, 5/10 G-MAJW, 6/10 G-MAJL, 8/10 G-MAJU, 9/10 G-MAJK, 12/10 G-MAJK, 13/10 G-MAJL, 14/10 G-MAJL, 15/10 G-MAJG, 16/10 G-MAJG, 19/10 G-MAJA, 20/10 G-MAJW, 21/10 G-MAJC, 22/10 G-MAJW, 23/10 G-MAJW, 26/10 G-MAJU, 27/10 G-MAJG, 28/10 G-G-MAJW(81G), 29/10 G-MAJK(81G), 30/10 G-MAJK.

Southampton "76Y/77G" -1/10 G-MAJE, 2/10 G-MAJW(76Y), 5/10 G-MAJL, 6/10 G-MAJD, 7/10 G-MAJU, 8/10 G-MAJK, 9/10 G-MAJG, 12/10 G-MAJL, 13/10 G-MAJA, 14/10 G-MAJG, 15/10 G-MAJA, 16/10 G-MAJA, 19/10 G-MAJH, 20/10 G-MAJW, 21/10 G-MAJW, 22/10 G-G-MAJU, 23/10 G-MAJU, 26/10 G-MAJG, 27/10 G-MAJU, 28/10 G-MAJK, 29/10 G-MAJW, 30/10 G-MAJG.

Sunday diagram from Aberdeen(91LK) to Southampton(91Y) return from Southampton(81G) to Aberdeen(81LK):-4/10 G-MAJK, 11/10 G-MAJC, 18/10 G-MAJW, 25/10 G-MAJH.

Additional flights:-1/10 G-CFLU(78H) arrived from Norwich, 2/10 G-MAJG(62L) positioned in from Tees Valley, G-MAJL(055P) positioned out to Aberdeen, G-MAJW(052P) positioned in from Oxford, 3/10 G-MAJW(730P) positioned in from Tees Valley, 7/10 G-MAJC(11W/12W) arrived from/ .departed to Aberdeen.

Flybe(BEE/BE, "Jersey")

Flybe use Dash-8-400Q aircraft to operate flights from and to **Belfast City**, and to/from

Southampton.

Belfast City(729/730, "9FN/8TJ") :-3/10 G-PRPA, 5/10 G-JEDP, 6/10 G-PRPB, 7/10 G-JEDM, 8/10 G-JEDM, 9/10 G-PRPB, 10/10 G-JEDV, 12/10 G-PRPC, 13/10 G-PRPA, 14/10 G-PRPA, 15/10 G-FLBE, 16/10 G-FLBE, 17/10 G-JECX, 19/10 G-JEDT, 20/10 G-JEDT, 21/10 G-JEDT, 22/10 G-PRPB, 23/10 G-PRPB, 24/10 G-ECOO, 26/10 G-ECOO, 29/10 G-ECOO, 30/10 G-ECOO, 31/10 G-ECOA.

Belfast City(731/732, "TYK/7RU") :-1/10 G-JEDR, 2/10 G-ECOH, 3/10 G-JEDV, 4/10 G-FLBB, 5/10 G-JECO, 6/10 G-PRPA, 7/10 G-ECOH, 8/10 G-PRPB, 9/10 G-JECX, 10/10 G-PRPA, 11/10 G-JEDV, 12/10 G-ECOC, 13/10 G-JECP, 14/10 G-JECF, 15/10 G-FLBA, 16/10 G-ECOT, 17/10 G-JECX, 18/10 G-JECX, 19/10 G-ECOK, 20/10 G-JECY, 21/10 G-JECY, 22/10 G-JECY, 23/10 G-ECOP, 24/10 G-ECOO, 25/10 G-PRPC, 26/10 G-ECOO, 27/10 G-ECOF, 28/10 G-JECH, 29/10 G-ECOO, 30/10 G-ECOO, 31/10 G-ECOA.

Belfast City(733/734, "4YM/734") :-1/10 G-JEDP, 2/10 G-FLBB, 4/10 G-JEDP, 5/10 G-PRPA, 6/10 G-ECOR, 7/10 G-ECOH, 8/10 G-JECP, 9/10 G-JECL, 11/10 G-JECP, 12/10 G-JECM, 13/10 G-JECE, 14/10 G-FLBE, 15/10 G-ECOT, 16/10 G-JECX, 18/10 G-ECOB, 19/10 G-JEDW, 20/10 G-PRPB, 21/10 G-ECOF, 22/10 G-ECOH, 23/10 G-FLBC.

Belfast City(735/736, "91MX/7QH") :-1/10 G-ECOH, 2/10 G-ECOE, 4/10 G-ECOG, 5/10 G-ECOE(91MX), 6/10 G-PRPA, 7/10 G-FLBB, 8/10 G-JEDR, 9/10 G-PRPA, 11/10 G-JECP, 11/10 G-JEDV, 13/10 G-PRPA, 14/10 G-PRPB, 15/10 G-JECG, 16/10 G-FLBA, 18/10 G-FLBE, 19/10 G-ECOO, 20/10 G-ECOK, 21/10 G-JECH, 22/10 G-ECOF, 23/10 G-ECOP, 25/10 G-ECOO, 26/10 G-JECL, 27/10 G-ECOF, 28/10 G-JECH, 29/10 G-ECOR, 30/10 G-ECOA.

Belfast City(737/738, "4WT/3MT"):-25/10 G-JECH, 26/10 G-ECOP, 27/10 G-ECOJ, 28/10 G-ECOC, 29/10 G-JECH, 30/10 G-ECOR,

Southampton(171/7001, "5UP/4GN") :-3/10 G-ECOO, 4/10 G-ECOO, 5/10 G-ECOO, 6/10 G-JEDR, 7/10 G-JECH, 8/10 G-FLBC, 9/10 G-JECK, 10/10 G-ECOR, 12/10 G-KKEV, 13/10 G-ECOE, 14/10 G-ECOR, 15/10 G-ECOE, 16/10 G-JECM, 17/10 G-JECM, 19/10 G-ECOD, 20/10 G-JECP, 21/10 G-ECOD, 22/10 G-ECOD, 23/10 G-FLBB, 24/10 G-JECP.

Southampton(7004/7003, "5GH/4RZ") :-1/10 G-ECOP, 2/10 G-ECOO, 6/10 G-JEDR, 7/10 G-JECH, 8/10 G-FLBC, 9/10 G-JECK, 11/10 G-KKEV, 12/10 G-KKEV, 13/10 G-ECOE, 14/10 G-ECOR, 15/10 G-ECOE, 16/10 G-JECM, 18/10 G-JECP, 19/10 G-ECOD, 20/10 G-JECP, 21/10 G-ECOD, 22/10 G-ECOD, 23/10 G-FLBB.

Southampton(7006/176, "5JF/172Q") :-1/10 G-ECOP, 2/10 G-ECOO, 4/10 G-ECOO, 5/10 G-ECOO, 6/10 G-JECM, 7/10 G-JECH, 8/10 G-FLBC, 9/10 G-JECK, 11/10 G-KKEV, 12/10 G-KKEV, 13/10 G-ECOE, 14/10 G-ECOR, 15/10 G-ECOE, 16/10 G-JECM, 18/10 G-JECP, 19/10 G-ECOD, 20/10 G-JECP, 21/10 G-ECOD, 22/10 G-ECOC, 23/10 G-FLBB.

Additional flights:-1/10 G-FBXA(056T/5057T) **ATR72** test flight from Birmingham/to Belfast, 5/10 G-ECOE(043D) positioned out to Belfast, 16/10 G-FBXB(537T/5038T) **ATR72** test flight from/to

Birmingham, 17/10 G-FBXB(5027T/5028T) **ATR72** test flight from/to Birmingham, G-FBXA(517T/518T) **ATR72** test flight from Southend/to Birmingham, G-FBXB(529T/530T) **ATR72** test flight from Birmingham/to Southampton, G-FBXA(519T/520T) **ATR72** test flight from Birmingham/to Southampton, 19/10 G-FBXA(517T/518T) **ATR72** test flight from Birmingham/to Southampton, 20/10 G-FBXA(542T/543T) **ATR72** test flight from/to East Midlands, 21/10 G-FBXA(542T/543T) **ATR72** test flight from/to East Midlands, 22/10 G-FBXB(517T/518T) **ATR72** test flight from Edinburgh/to Newcastle then (519T/520T) from Newcastle/to Stockholm.



G-FBXA
'Sigsten
Viking'
ATR72-600
Flybe/SAS
David
Blaker



G-FBXB
ATR72-600
Flybe/SAS

Jet2(EXS/LS, "Channex")

Charter flights plus positioning flights will be detailed in this section:-1/10 G-CELZ(042A) positioned out to Edinburgh, G-CELI(032E) positioned in from Manchester, 2/10 G-CELZ(041A) positioned in from Edinburgh, G-CELD(042A/046A) positioned out to/back in from Belfast, G-CELF(031E) positioned out to Manchester, 3/10 G-GDFE(031E) positioned out to East midlands, G-GDFT(032E) positioned in from East Midlands, 4/10 G-CELP(44B) positioned in from Edinburgh, G-CELI(043A) positioned out to Newcastle, 5/10 G-CELI(044A) positioned in from Alicante, G-CELP(051B) positioned out to Edinburgh, G-CELA(052B) test flight from Newcastle, 6/10 G-CELK(031E) positioned in from East Midlands, 7/10 G-GDFN(039E) positioned in from East Midlands, G-GDFB(033E) positioned out to East Midlands, G-CELI(347) test flight, 8/10 G-GDFT(043A) positioned out to Newcastle, G-CELI(059B) test flight, 9/10 G-LSAI(069J) positioned out to Glasgow, G-CELA(059B) test flight, G-GDFO(032E) positioned in from Belfast, 10/10 G-CELY(031E) positioned in from Edinburgh, G-CELK(044A) positioned out to Newcastle, G-CELA(046A) positioned out to Manchester, 11/10 G-CELD(300T) test flight, 12/10 G-CELY(032E) positioned out to Edinburgh, 13/10 G-GDFG(032E) positioned in from Edinburgh, 14/10 G-GDFN(142C/143C) positioned out to Glasgow/back in from Newcastle, G-CELZ(041A) positioned in from Palma, 15/10 G-CELZ(042A0) positioned out to Newcastle, 16/10 G-CELW(031E) positioned in from Belfast, G-GDFN(041A/042A) positioned out to/in from Manchester, G-CELA(034E) positioned in from Newcastle, G-GDFG(051B/041A) test flight then positioned out to Manchester, G-LSAC(049A/048A) positioned out to/in from Budapest, 17/10 G-CELE(035E) positioned out to East Midlands, G-GDFG(042A) positioned in from Manchester, 18/10 G-LSAK(069J) positioned in from Glasgow, G-CELI(041A/043A) positioned out to/in from Manchester, G-GDFO(051B) test

flight, G-CELG(031E) positioned in from Manchester, 19/10 G-CELW(034E) positioned out to Belfast, 20/10 G-CELZ(041A) positioned in from Edinburgh, G-GDFN(031E) positioned out to East Midlands, G-CELI(034E) positioned out to Belfast, G-CELG(039E) positioned out to Manchester, G-CELH(035E) positioned in from Belfast, 21/10 G-CELZ(051B) test flight, G-GDFM(032E) positioned in from Newcastle, G-GDFW(071J) positioned in from Glasgow, G-GDFL(041A) positioned out to Manchester, G-LSAD(049A) positioned in from Manchester, G-CELF(042A) positioned in from Manchester, 22/10 G-CELZ(031E) positioned out to Edinburgh, 23/10 G-LSAD(048A) positioned out to Manchester, G-CELI(047A) positioned in from Belfast, 24/10 G-CELO(034E) positioned in from Edinburgh, G-CELI(041A) positioned out to Belfast, 25/10 G-LSAK(043A) positioned in from Manchester, G-GDFM(055B) test flight, 26/10 G-GDFG(051B) test flight, 27/10 G-GDFU(039E/300T) positioned in from Glasgow then test flight, G-CELZ(031) positioned in from Edinburgh, G-CELH(071W) positioned in from Manchester, G-CELO(032E) positioned out to Edinburgh, 28/10 G-GDFO(034E) positioned out to Belfast, G-GDFH(033E) positioned in from Belfast, G-LSAN(072W) positioned in from Manchester, G-CELF(071W) positioned in from Manchester, G-CELJ(039E) positioned in from East Midlands, G-CELZ(051B) test flight, 29/10 G-JZHC(069J/070J) positioned in from/out to Manchester, G-LSAA(052B) test flight, G-GDFG(031E) positioned out to East Midlands, G-CELH(032E) positioned out to Belfast, G-CELI(033E) positioned in from Belfast, 30/10 G-GDFD(051B) test flight, G-GDFU(034E) positioned out to Glasgow, 31/10 G-LSAB(043A) positioned out to Manchester, G-CELP(031E) positioned in from Edinburgh, G-CELZ(051B & 053B) test flights.

KLM(KLM/KL, "KLM")

Amsterdam flights are operated 3x Daily Embraer 190 on all flights but Fokker 70 still turn up occasionally.

Amsterdam(1545/1546, "1545/1546") :-1/10 PH-EXC, 2/10 PH-EZN, 3/10 PH-EZN, 4/10 PH-EZZ, 5/10 PH-EZM, 6/10 PH-EZR, 7/10 PH-EZK, 8/10 PH-EZV, 9/10 PH-EZD, 10/10 PH-EZX, 11/10 PH-EZK, 12/10 PH-EZU, 13/10 PH-EZH, 14/10 PH-EXD, 15/10 PH-EZT, 16/10 PH-EZS, 17/10 PH-EZW, 18/10 PH-EZE, 19/10 PH-EZT, 20/10 PH-EZR, 21/10 PH-EZD, 22/10 PH-EZR, 23/10 PH-EZU, 24/10 PH-EXB, 25/10 PH-EZO, 26/10 PH-EZP, 27/10 PH-EXB, 28/10 PH-EZN, 29/10 PH-EZZ, 30/10 PH-EZG, 31/10 PH-EZY.

Amsterdam(1549/1550, "73E/1550 or 74F") :-1/10 PH-EZG, 2/10 PH-EZE, 3/10 PH-EZD, 4/10 PH-EZR, 5/10 PH-EZR, 6/10 PH-EZH, 7/10 PH-EXC, 8/10 PH-EZX, 9/10 PH-EZR, 10/10 PH-EZK, 11/10 PH-EZE, 12/10 PH-EXC, 13/10 PH-EZD, 14/10 PH-EZY, 15/10 PH-EZU, 16/10 PH-EXC, 17/10 PH-EZM, 18/10 PH-EZC, 19/10 PH-EZG, 20/10 PH-EZF, 21/10 PH-EZH, 22/10 PH-EZM, 23/10 PH-EZW, 24/10 PH-EZI, 25/10 PH-EZH, 26/10 PH-EXC, 27/10 PH-EZW, 28/10 PH-EZX, 29/10 PH-EZD, 30/10 PH-EZI.

Amsterdam(1551/1540, "69W/78E", aircraft night stops) :-1/10 PH-EZK, 2/10 PH-EZP, 3/10 PH-EZM, 4/10 PH-EZU, 5/10 PH-EZP, 6/10 PH-EZO, 7/10 PH-EZF, 8/10 PH-EXA, 9/10 PH-EZX, 10/10 PH-EZP, 11/10 PH-EZY, 12/10 PH-EXA, 13/10 PH-EZX, 14/10 PH-EZP, 15/10 PH-EZF, 16/10 PH-EZU, 17/10 PH-EZN, 18/10 PH-EZT, 19/10 PH-EZH, 20/10 PH-EZY, 21/10 PH-EZR, 22/10 PH-EZF, 23/10 PH-EZW, 24/10 PH-EZI, 25/10 PH-EZP, 26/10 PH-EZU, 27/10 PH-EZN, 28/10 PH-EZE, 29/10 PH-EZG, 30/10 PH-EZK, 31/10 PH-EZB.

Additional flights:-6/10 PH-KZB(1499 **F70**) arrived from Amsterdam(diverted from Humberside, 7/10 PH-KZB(1486 **F70**) departed to Amsterdam.

Loganair(LOG/BE, "Loganair")

Flights are scheduled to be operated from and to **Glasgow** using Dornier 328 & Saab 340/2000 aircraft.

Glasgow(6980/6981, "73JV/24PL") :-1/10 G-LGNK, 5/10 G-LGNG, 6/10 G-LGND, 7/10 G-LGNG, 8/10 G-LGNH, 12/10 G-LGNK, 13/10 G-LGNK, 14/10 G-LGND, 15/10 G-LGNK, 19/10 G-LGNG, 21/10 G-LGNI, 22/10 G-LGNB, 26/10 G-LGNK, 29/10 G-LGNK.

Glasgow(6984/6985, "26JL/12DC") :-1/10 G-LGNG, 2/10 G-LGNG, 5/10 G-LGNG, 6/10 G-LGNG, 7/10 G-LGNG, 8/10 G-LGNH, 9/10 G-LGND, 12/10 G-LGNB, 13/10 G-LGND, 14/10 G-LGNK, 15/10 G-LGNC, 20/10 G-LGNI, 21/10 G-LGNJ, 23/10 G-LGNE, 26/10 G-LGNM, 27/10 G-LGNK, 28/10 G-LGNK, 29/10 G-LGNP, 30/10 G-LGNC.

Monarch(MON/ZB, “Monarch”)

Schedules flights to be operated to the following destinations:- **Arrecife**(7592/3 –Mon/Thu); **Tenerife**(7504/5 –Tue/Fri); **Larnaca**(7508/9 –Wed/Sun); **Faro**(7542/3 –Tue/Thu/Sat), **(Palma)**(7516/7 –Tue/Thu), **Dalaman**(7534/5 –Tue/Sat), **Heraklion**(7558/9 –Wed/Sat/Sun), **Antalya**(7596/7 –Thu/Sun), **Barcelona**(7554/5 –Mon/Fri), **Bodrum**(7536/7 –Mon/Fri). Two Airbus A.320 (normally with “Sharklets”) are based:- G-OZBX(1/10-7/10), G-OZBW(1/10-31/10), G-ZBAR(8/10-13/10, 17/10-24/10, 31/10), G-MRJK(13/10-17/10), G-ZBAP(21/10), G-OZBY(24/10-31/10).

Ryanair(RYR/FR, “Ryanair”)

Ryanair will base 3x Boeing 737/800 aircraft at LBLA this winter, one aircraft acting as a back-up, operating routes to:- **Alicante**(9079/8, “656B/49N” –Mon/Wed/Fri); **Dublin**(153/2, “153/51KQ” –Mon/Tue/Wed/Thu/Fri/Sat); **Dublin**(157/6, “16KK/157” –Mon/Tue/Wed/Thu/Fri/Sat/Sun); **Fuerteventura**(1584/5, “886W/67G” –Mon/Fri); **Gdansk**(1503/04, “82PR/1504” –Wed/Sun); **Krakow**(2332/3, “2332/59AQ” –Tue/Thu/Sat); **Malaga**(2446/7, “221F/394N” –Wed/Sun); **Malta**(2448/49, “547Q/191C” –Thu/Sun); **Riga**(2482/3, “76BC/2483”, –Thu/Sun); **Tenerife**(2494/3, “517C/2493” –Tue/Sat):
Based aircraft:- EI-EKT(1/10-6/10), EI-DWI(1/10-20/10), EI-EMJ(1/10-23/10), EI-EKB(6/10-24/10), EI-EVW(20/10-23/10), EI-DPT(23/10-30/10), EI-EVM(23/10-31/10), EI-EKY(24/10-31/10), EI-EFI(30/10-31/10).

Flights operated by non-based aircraft:-

Dublin (156/7, “89XA/39KP”, -Mon/Tue/Wed/Thu/Fri):-1/10 EI-EKV, 2/10 EI-EFT, 5/10 EI-EFT, 6/10 EI-DAC, 7/10 EI-EBX, 8/10 EI-EMD, 9/10 EI-EFY, 12/10 EI-EFM, 13/10 EI-EXE, 14/10 EI-EKV, 15/10 EI-EFT, 16/10 EI-EBV, 19/10 EI-FIG, 20/10 EI-DLY, 21/10 EI-EFP, 22/10 EI-EVH, 23/10 EI-EFT.
Faro (2504/2503, “91TT/85VU”, -Sun/Mon/Wed):-2/10 EI-EBV, 4/10 EI-DWB, 5/10 EI-EKR, 7/10 EI-EBV, 9/10 EI-EBV, 11/10 EI-EKA, 12/10 EI-EKA, 14/10 EI-EKM, 16/10 EI-EFE, 18/10 EI-EKA, 19/10 EI-EKM, 21/10 EI-EFY, 23/10 EI-EKZ, 26/10 EI-DHP, 28/10 EI-DHP, 20/10 EI-EFY.
Lanzarote (2047/2048, “91NX/19LN”, -Various):-3/10 EI-EKP, 6/10 EI-EKP, 10/10 EI-EMO, 13/10 EI-EFO, 17/10 EI-EFO, 20/10 EI-EFO, 24/10 EI-EFO, 27/10 EI-DHC, 30/10 EI-DHC.
Tenerife (2493/2492, “92C/42NH”, -Sat/Wed):-3/10 EI-EMO, 7/10 EI-EMO, 10/10 EI-EPD, 14/10 EI-EBS, 17/10 EI-EBS, 21/10 EI-EKP, 24/10 EI-EKP.
Palma (2327/2326, “2327/226”, -Various):-25/10 EI-ENH.

Stobart Air (RE/STK “Stobart”)

Stobart Air (formerly Air Arran) operate a service between Leeds and Dublin (on behalf of Aer Lingus Commuter) using ATR42/72 aircraft.

Dublin (EIN3390/3391, “STK09L/STK19L”):-1/10 EI-FCY, 2/10 EI-FAT, 3/10 EI-FAT, 5/10 EI-FAT, 6/10 EI-FAV, 7/10 EI-FCY, 8/10 EI-REI, 9/10 EI-RE, 10/10 EI-REI, 12/10 EI-FAS, 13/10 EI-FAT, 14/10 EI-FAU, 15/10 EI-FAV, 16/10 EI-FAV, 17/10 EI-FAW, 19/10 EI-FAW, 20/10 EI-FAU, 21/10 EI-FCY, 22/10 EI-FAU, 23/10 EI-FAV, 24/10 EI-FAW, 26/10 EI-FCY, 29/10 EI-FAV, 30/10 EI-FCY, 31/10 EI-FAS.
Dublin (EIN3392/3393, “STK29L/STK39L”):-4/10 EI-FAV, 18/10 EI-FAW, 25/10 EI-FAW.
Dublin (EIN3394/3395, “STK49L/STK59L”):-1/10 EI-REM, 2/10 EI-FAV, 4/10 EI-FAV, 5/10 EI-REI, 6/10 EI-REI, 7/10 EI-REI, 8/10 EI-REI, 9/10 EI-REI, 11/10 G-ZAPZ(**B737**), 12/10 EI-FCY, 13/10 EI-FAS, 14/10 EI-FAU, 15/10 EI-REI, 16/10 EI-REI, 18/10 EI-FAV, 19/10 EI-FAU, 20/10 EI-FAU, 21/10 EI-FAU, 22/10 EI-FAV, 23/10 EI-FAV, 25/10 EI-FAW, 26/10 EI-FCY, 27/10 EI-FAS, 28/10 EI-FCY, 29/10 EI-FAS, 30/10 EI-FAX.

Thomson Airways(TOM/BY, “Thomson”)

The company will base one aircraft (B737) operating to the following destinations.

Dalaman (542/543 “542/543” - Fri), (698/699 “698/699F” - Mon), **Enfidha** (654/655 “654/655F” - Wed), **Heraklion** (3216/3217 “1EC/8BT” - Tues), **Ibiza** (3432/3433 “77A/4PD” - Thurs), **Kerkira** (3550/3551 “3WC/5DV” - Fri), **Palma** (3618/3619 “6MD/11B” - Sat), (3710/3711 “8YL/57G” - Sun), (3250/3251 “8YT/21X” - Tues), **Rhodes** (3646/3647 “6LM/3647F” - Sat), **Tenerife** (3748/3749 “4EL/7FB” - Sun).

Based Aircraft:-G-FDZZ(1/10-8/10), G-TAWN(8/10-17/10), G-TAWJ(17/10-31/10).

DAY BY DAY @ LBA BY HOWARD GRIFFIN

ALL times quoted are in GMT - Including during the summer months

October 2015

Regular Visitors

Boeing 737-300 **9H-MTF** operated on 8th/11th/15th twice to Southampton and once to San Sebastian.

DA-42 Diamond **G-ZAZU** operated to Glasgow on 2nd and Teesside on the 15th ret 25th, AS265 Dauphin **EI-GJL** operated several flights on the 7th plus locally on the 13th and 15th Agusta A109 **G-BWNZ** local flights on 11th, 17th, 23rd

Robinson R22 **G-BTDJ** from/to Prestwick on 8th,

Robinson R44 **G-CBFJ** fr Blackpool to Prestwick on 13th and 17th

Cessna 510 Mustang **G-FBLK** operated flights on 2nd, 14th, 16th and 30th

Aviation Beauport Cessna 560XLS **G-OJER** operated on 18th and dep 19th,

Jota Aviation Beech C90 Kingair **G-JOTB** operated on 2nd and 5th

New regular

Newly registered AS350B **G-LOAG** C/n 8114 was only registered on the 27th October but operated from and to its base at Swales Moor Farm, Halifax on 16th, 19th, 23rd and 26th !

If you need further details of the regulars then please email me at

howard.griffin@airYorkshire.co.uk

Summary

This month sees again a good influx of German visitors with 8 aircraft, Netjets used 11 bizjets from a brand new Challenger 350 (CS-CHC) to a Phenom, but we had a reduced variety from the RAF with just Tucano, Beech 200, and BN-2T visiting. We had our first visit of Humberside based Sikorsky S92 Rescue 91 **GMCGH**, and we had unusual visitors such as Cessna 525A **D-IOHL**, Learjet 60 **EC-JVM**, Learjet 25 **N280C**, Falcon 7X **HB-JSN**, IAI Astra SPX **OE-GBD** Air Harrods A109S **G-FUFU**, Global 6000 **ZS-TDF**, Learjet 45 **M-DMDP** and Eclipse **N117EA**. New prop was PA-46TP **T7-ASH** plus newly registered british **G-DCII AW139**,

Thursday 1st October

Challenger 300 **C-FKCI** dep to Saint John 07:10, Cessna 206 **G-NIME** arr 09:57 until 6th, Cessna 525A **D-IOHL** arr 07:16 fr Jersey dep 08:08 to Rimini, Cessna 5252A **D-IAKN** arr 08:56 fr Dortmund dep 09:46 to Palma, Shorts Tucano **ZF293** overshoot 10:06 c/s LOP15, Cessna 210 centurion **N67JK** c/n 0684 f/t its base at Fair Oaks (10:29/11:36), Cessna 560XLS **CS-DXS** fr Zurich 11:37 as NJE397L dep 15:42 to London City as NJE058P, PA-28 Warrior **G-BRBA** f/t Full Sutton (13:20/14:30), Agusta A109A **N64EA** c/n 7265 fr/to Huggate (13:25/14:21),



CS-DXS
Cessna
560XLS
Citation
David Blaker

Friday 2nd October

Cessna 510 mustang **OE-FID** arr 08:15 from Altenrhein, dep 12:29 to Teeside, Cirrus SR22 **N989PS** f/t Elstree (09:51/15:16), Cessna 560XLS **CS-DXL** arr 18:13 fr Southend as NJE427W dep 19:38 to Doncaster as NJE364A,

Saturday 3rd October

Cessna 510 Mustang **G-LEAB** f/t Luton (07:30/17:11), Hawker 750 **CS-DUA** arr 13:20 fr Luton as NJE934E dep 17:58 to Southend as NJE443H, Piper PA-28 Warrior **G-FPSA** f/t Blackbushe (14:28/15:14), IAI Astra SPX **OE-GBD** f/t Fuerteventura (15:02/16:54), Air Harrods A109S **G-FUFU** arr 17:06 dep 21:59,

Sunday 4th October

Cessna 525A **D-IAKN** arr 12:45 fr Palma dep 13:28 to Dortmund.

Monday 5th October

Piper PA-34 Seneca **F-HSYS** f/t LA Rochelle (07:59/16:00), Cessna 525A **D-IPVD** Arr 12:31 fr Rimini dep 13:19 to Speyer, Beech E90 Kingair **G-ORTH** arr 17:09 fr Exeter until 16th, Beech 200 Super Kingair **G-PCOP** arr 17:43 fr Fair Oaks dep 18:24 to Glasgow,

Tuesday 6th October

Falcon 7X **HB-JSN** arr 09:04 fr Oslo dep 12:47 to Marseille, Cessna 206 **G-NIME** dep 14:52, Beech 200 Super Kingair **ZK455** overshoot 14:56 as Cranwell45, Cessna 182 **N2445V** c/ 80699 dep 16:56 probably to Ebberston Low-Park farm,

HB-JSN
Falcon 7X
Rod Hudson



N2445V
Cessna 182S
Rod Hudson

Wednesday 7th October

Learjet 45 **M-DMDP** c/n 2133 registered 13/mar/15 f/t Dublin (12:15/16:07).

Thursday 8th October

Piper PA-28 Cherokee **G-AYPV** f/t IOM (08:16/14:25), Piper PA-28RT **G-SKYV** arr 09:04 fr IOM n/s, Beech 200 Super Kingair **M-WATJ** arr 10:08 fr Leicester dep 12:41 to Caernarfon, Beech C90 Kingair **N95VB** arr 10:17 fr Sleaf dep 11:07 to Hamburg, Cessna 172 **G-NALA** arr 10:24, newly registered Agusta A109 **G-IWFC** c/n 22331 (ex HB-ZCR) arr for fuel 12:50 dep 13:21 .Emb 300 Phenom **CS-PHD** arr 14:04 fr Bordeaux as NJE 179W n/s, Shorts Tucano **ZF240** overshoot 14:17 as LOP24, New Netjets Challenger 300 **CS- CHC c/n 20572** arr 16:10 fr Manchester n/s, Eclipse 500 **N117EA** arr 17:04 fr IOM n/s,

Friday 9th October

Diamond DA-42 **M-OUTH** arr 08:07fr Sleaf dep 09:12 to Cumbernauld, Beech E90 Kingair **N95VB** arr 08:27 fr Hamburg dep 09:07 to Sleaf, Piper Pa-28RT **G-SKYV** dep 15:44 to IOM, Phenom **CS-PHD** dep 16:28 to Le Bourget as NJE 179W, Piper Pa-28RT **G-VOID** arr 16:35 n/s, Diamond DA-42 **M-OUTH** arr 16:20 from Cumbernauld dep 17:03 to Cranfield, Eclipse 500 **N117EA** dep 19:03 to IOM,

Saturday 10th October

Piper PA-RT **G-VOID** dep 10:18 to Thruxton, Challenger 300 **CS-CHC** dep 13:43 to Newcastle, Hawker 750 **CS-DRR** arr14:21 fr Newcastle as NJE995M n/s, Bell 206 Jetranger **G-REMH** dropped in for fuel in 17:20 out 17:41,

Sunday 11th October

Hawker 750 **CS-DRR** dep 07:16 to Geneva, AS355 Ecureuil **N766AM** arr 10:08 dep 10:46 to Dundee, Challenger 300 **CS-CHC** arr 10:40 fr Dublin as NJE827D dep 11:19 to Cardiff as NJE955Q, Phenom 300 **D-CHLR** arr 17:22 fr Dusseldorf n/s, Hawker 750 **CS-DRH** arr 17:53 fr Le bourget as NJE693Q n/s, Hawker 750 **CS-DUF** arr 21:06 fr Bristol as NJE841M dep 21:35 to EDI as NJE841M.

Monday 12th October

Only one movement, Hawker 750 **CS-DRH** dep 12:17 to Staverton as NJE205H.

Tuesday 13th October

Learjet **N280C** c/n 25-280 arr 10:13 fr Cologne dep 13:20 to Biggin Hill, ASS355 Ecureuil **N766AM** arr 10:29 fr Aberdeen dep 11:14, Phenom 300 **D-CHLR** dep 16:37 to Norwich.



D-CHLR
Phenom 300
David Blaker

Wednesday 14th October

Shorts Tucano **ZF287** overshoot at :07:20 as LOP46, Cirrus Sr22 **N663KK** c/n3064 arr 10:13 fr Fair Oaks n/s, Shorts Tucano **ZF269** overshoot at 10:48 as LOP20, Cessna 680 Sovereign **PH-CTR** arr 14:35 fr Luton n/s, Learjet 55 **D-CFAI** arr 15:33 fr Neurenburg dep 18:14 to Linate, AS350 Ecureuil **G-OGUN** arr 16:20 until 18th, Learjet 60 **D-CHER** arr 19:28 fr Zurich n/s.

Thursday 15th October

Cessna 210 **G-TOTN** arr 08:04 fr Leicester, Cessna 680 Sovereign **PH-CTR** dep 0*35 to Northolt, Falcon 200LX G-LSMB arr 09:34 fr Jersey n/s, Phenom 300 **D-CHLR** arr 09:48 fr Norwich dep 10:45 to Dusseldorf, Cirrus SR22 **N663KK** dep 10:11 to Old Buckenham, Cirrus SR22 **N989PS** f/t

Elstree (11:18/15:14), Beech 200 Super Kingair **G-BVMA** arr 15:47 fr Cardiff n/s, Global 6000 **ZS-TDF** arr 16:37 fr Farnborough n/s.



D-CHER
Learjet 60
Mike Storey

Friday 16th October

Beech E90 Kingair **G-ORTH** f/t EDI (04:47/07:09), Beech 200 Super Kingair **G-BVMA** dep 08:01 to Cardiff, Piper PA-46TP **T7-ASH** c/n 226 (ex D-EEEEY) arr 11:40 fr Perth dep 14:48 to Fairoaks.

ZS-TDF
Global 6000
David Blaker



Saturday 17th October

AS355 Ecureuil **G-STRL** f/t Denham (10:52/11:59), Agusta A109 **G-SKBL** arr 15:06 dep 15:51 arr 18:06 dep 18:58 to Carlisle, Piper Pa-28 Challenger **G-HRYZ** arr 16:13 fr Coventry n/s, Global 6000 **ZS-TDF** dep 17:16 to Farnborough, BD700 Global express **G-SENT** arr 19:16 fr Oxford dep 20:00 to Alicante,

Sunday 18th October

Learjet 60 **EC-JVM** arr 08:06 fr Farnborough dep 10:05 to Madrid, Falcon 2000LX **G-LSMB** f/t Jersey (11:50/15:48), Piper Pa-28 **G-HRYZ** dep 12:29 to Oxford, Hawker 750 **CS-DRH** arr 15:29 fr Farnborough as NJE948N dep 17:21 to Toulon as NJE423P, AS350 Ecureuil **G-OGUN** dep 16:37.

Monday 19th October

Cessna 560XLS Excel **D-CNOC** arr 14:35 fr Palma n/s, Cessna 525A CJ2 **M-WMWM** arr 15:18 fr Madrid dep 16:16 to Staverton, Learjet 60 **LX-ONE** arr 19:11 fr Palma.

Tuesday 20th October

Global 5000 **9H-VTC** arr 06:16 fr Le Bourget dep 08:07 to Santiago, Cessna 560XLS **D-CNOC** dep 07:30 to Kemble, Newly registered (31/7/15) Piper PA-32R **G-JAFS** f/t Full Sutton (07:30/13:17), Beech 350 Kingair **M-SPEK** arr 07:48 fr Guernsey dep 13:25 to Hawarden, Learjet 60 **LX-ONE** dep 08:04 to Ibiza, AS355 **N766AM** arr 08:35, Shorts Tucano ZF407 overshoot 09:49 as LOP41, Hawker 750 **CS-DRP** arr 11:38 fr Oxford as NJE238L dep 13:01 to Cannes as NJE142R, AW139 **G-DCII** c/n 31703 registered 6 aug 15 arr 15:46 dep 18:56, Sikorsky S92 **G-MCGH** dropped in for fuel arr 18:40 and dep back to its Humberside base 18:55 as Rescue 91,

Wednesday 21st October

Beech200 Super Kingair **G-WNCH** arr 07:16 fr Fairoaks dep 08:55 to Basel-Mulhouse, Beech E90 Kingair **N95VB** arr 07:18 fr Sleaf dep 07:58 to Biggin Hill, Embraer 135 Legacy **G-LEGC** arr 15:00 fr Faro dep 15:42 to Stansted, Hawker 750 **CS-DUB** arr 17:19 fr Le Bourget as NJE011T dep 18:27 to Nice as NJE442D,

Thursday 22nd October

Piper PA-28 Archer **G-KEMI** arr 11:39 fr Folwmere dep 13:08 to Guernsey, Beech E90 **N95VB** arr 14:44 fr Biggin Hill dep 15:26 to Sleaf, Cessna 210 **G-TOTN** dep 17:12 to IOM, Cessna 172 **G-NALA** dep 18:40 to Teeside.

Friday 23rd October

Cessna 172N Skyhawk **G-GYAV** arr 08:39 fr Liverpool for maintenance, Beech 300 **ZZ504** 2 overshoots at 09:37 ('ish) c/s vantage54, Tucano **ZF264** overshoot 12:10 as LOP41, Beech E90 Kingair **G-ORTH** f/t Biggin Hill (12:22/15:19),



G-LEOG
AS350B
Mike Storey
23/10/2015

Saturday 24th October

Cessna 560XLS **CS-DXS** arr 10:02 fr Cannes as NJE603E dep 11:51 to Doncaster as NJE199A.

Sunday 25th October

Cessna 550 **G-SPRE** arr 09:43 from Oxford dep 10:23 to IOM, Leajet 60 **EC-JVM** arr 13:04 from Madrid dep 14:27 to Farnborough, Agusta A109 **G-SKBL** arr 19:44 fr Newcastle dep 20:33 to Carlisle.

Monday 26th October

Cessna 172 **G-AZUM** f/t Fowlmere (11:45/15:15), As355 **G-OGUN** arr 16:18 from Liverpool, Gulfstream 4SP **N371FP** arr 16:40 from Teterboro n/s. returning at 18:19,

Tuesday 27th October

No movements of note (fog)

Wednesday 28th October

Phenom 100 **G-ITSU** arr 17:51 fr Manchester n/s, Gulfstream 4SP **N371FP** dep Teterboro 18:19, Britten Norman BN-2T **ZF573** f/t Waddington (21:48/22:12),

Thursday 29th October

Phenom 100 **G-ITSU** dep 11:07 to Cardiff, Tucano ZF264 overshoot 18:33 as LOP33, Learjet 31 **D-CGGG** arr 18:41 fr Oporto n/s, Cessna 560XLS **CS-DXM** arr 20:33 fr Geneva as NJE948R n/s.

Friday 30th October

Learjet 31 **D-CGGG** dep 08:14 to Berlin Tegel, Cirrus SR22 **N220AD** arr 15:27 fr Stapleford,

Saturday 31st October

Beech E90 **G-ORTH** dep 09:53 to EDI, Beech 350 Kingair **G-GMAD** arr 10:11 fr Glasgow dep 10:44 to Northolt Piper Pa-31 Chieftain **G-YEOM** fr/to Bristol (10:30/16:53), Beech E90 **G-ORTH** arr 12:19 fr EDI, Cessna 560 XLS **CS-DXM** dep 14:42 to Newcastle as NJE858L.

LEEDS/BRADFORD NEWS

The CAA seem to be a little behind as we go to press with fully confirmed data on passenger figures not been yet released for September and October. The figures are then only provisional. September LBA enjoyed the custom of 395,699 passengers an increase over September 2014 of 3.9%. The rolling yearly figure was 3,432,717, an increase of 5.4% of the same period for the previous 12 months.

Jet2.com and Jet2holidays saw half-year profits soar thanks to an “exceptional” summer season. Dart Group recorded a pre-tax profit up 66% to £146.8 million in the six months to September 30 as revenue rose by 14% to more than £1 billion. The group’s travel interests contributed revenue growth of 15% to £951.7 million as Jet2holidays carried 22% more holidaymakers at 940,000 or 42% of overall flown passengers. Flight-only numbers declined to 2.65 million from 3.07 million in the same period in 2014. Jet2.com flew 4.53 million passengers, down 2% year-on-year against a backdrop of careful seat capacity management as the fleet grew to by four aircraft to 59 for the summer, according to the company. However, a record load factor of 94.1% was achieved together with a 16% rise in Jet2.com’s average net ticket yield, helped by increased flying to eastern Mediterranean sun destinations. Winter bookings are continuing to perform in line with expectations ahead of the peak post-Christmas booking period. Chairman, Philip Meeson, said that the company was “optimistic that current market expectations for the full year will be achieved” after “what has proven to be an exceptional summer season”. He added: “We will continue to develop our customer-focused flying programme into summer 2016, which will include the addition of two new destinations - Girona and Naples.” The group announced plans in September to acquire 27 new Boeing 737-800s worth \$2.6 billion for delivery between September 2016 and April 2018.

Monarch Airlines has announced the advanced launch of its winter schedule for 2016/17 with flights on sale from Leeds Bradford airport. The airline has released over 80% of its winter schedule with further dates to be added in early 2016. Currently on sale are Monarch’s winter sun destinations including Faro, Barcelona, Alicante and Tenerife. In addition Monarch has also placed its city break destination of Barcelona on sale. Adrian Tighe, chief commercial officer at Monarch, commented: “We know our customers like time to plan their holidays in advance in order to take advantage of the best fares. We are pleased to be able to release our most popular routes and destinations from Leeds Bradford and give our customers a head start on planning their winter breaks.” Tony Hallwood, Leeds Bradford Airport’s aviation development director, said: “We welcome the early launch of Monarch’s winter 2016 flying programme and we expect many overseas home owners and holidaymakers will plan ahead and book their flights early to take advantage of flying from locally from Leeds Bradford.” The Leeds Bradford winter schedule provides for an increase in the weekly number of Faro frequencies alongside more sociable flight timings on the remaining destinations for customers wanting to enjoy a city or sun break.

British Airways has changed the times of its evening flights between Leeds Bradford Airport and Heathrow this winter, a move that the airport says will open up more worldwide connections for customers flying to and from Yorkshire. The last southbound departure of the day has been brought forward by 75 minutes to 7.40pm, arriving in London at 8.45pm. The earlier arrival time and easy transfers through British Airways’ flagship Terminal 5 will allow customers to connect with evening flights to Abuja, Buenos Aires, Jeddah, Kuwait, Sao Paulo and Tel Aviv. In addition customers travelling from Leeds Bradford Airport will have the option of connecting with the later flights of the day to Dubai and Hong Kong. The last northbound service is also earlier, now departing Heathrow at 5.50pm, which means improved connection times for customers flying in from 14 long haul destinations in North and South America, India and China. Tony Hallwood, Leeds Bradford Airport’s aviation development director, said: “Leeds Bradford welcomes the wider choice of connections that make flying from Yorkshire so convenient and less hassle. Business and leisure travellers can now fly with British Airways after a day’s work and take advantage of excellent onward connections to Africa, Asia, Gulf, Middle East and South America.”

As we close for press (23rd November) Leeds Council has opened public consultation on improving access to Leeds Bradford Airport. The council is asking for views on three possible options to improve road access to Leeds Bradford Airport. The consultation period runs until Sunday 24 January 2016.

The three options along with how much it would cost are:

- Building of a new road from the A65, running along the eastern edge of the airport before joining the A658 to the north. This is the most expensive estimated to cost up to £75million.
- Building a new road that follows the same initial path from the A65 running between Rawdon and Horsforth but runs to the south west of the airport before joining the A658. This is expected to cost up to £50million.
- Upgrading the existing A65 and A658 around Rawdon and Yeadon to the airport. This would see junctions upgraded and where needed some road widening. This is the least expensive option costing up to £15million.

AIRPORT NEWS

Doncaster, Robin Hood has announced from 13 flights a week to Paris and four to Berlin. There will also be daily flights to Amsterdam and Jersey, three a week to Alicante, Malaga and Newquay and two to Faro from March 24th. Flybe, will run the flights on the new routes, and will offer a total of 500,000 seats in the first year. Flights will be operated by two Doncaster based Embraer Regional Jets. Prices start range between £29.99 for one-way travel to Amsterdam and Newquay and £49.99 one-way for Alicante and Malaga. A flight to Paris will set you back £34.99. Steve Gill, managing director of Robin Hood Airport, said: "This is fantastic news for the Sheffield City Region. "The routes include two hub feeder services to Paris and Amsterdam which offers global connectivity. "This will benefit businesses from across the region and this new wave of connectivity will take the airport and the city region to the next level. "We have worked extremely closely with the Flybe team to ensure that the route network meets the needs of the region. "There is a clear message in this that local people want to fly from their local airport and not have to trek to Heathrow or across the Pennines in needless car or train journeys. "Regional airports are vital to the economic prosperity of city regions and we welcome Flybe's massive investment into the region." Phil Delaney, sales and distribution director, for Flybe, added: "We are confident we have created a schedule that delivers attractive travel options that are both appealing and affordable for Summer 2016 as well as providing opportunities for onward global connections."

Durham Tees Valley campaigners are calling for the owners of Airport to revert to its former name of Teesside Airport, following what they described as an 'open, honest and forthright' meeting with Northern Powerhouse minister James Wharton. An 85% decline in passenger numbers over the last eight years led to campaigners Anth Ayre and Andy Preston calling for action to be taken to address the situation. Backed by mayor of Stockton, Cllr Ian Dalgarno, 9000 have since signed petitions run by the campaigners. Next on their agenda is to set a meeting with Peel to rename the site Teesside Airport, the name the current owners dropped for Durham Tees Valley Airport soon after obtaining the majority of shares from the five local councils in 2002. Mr Ayre said: "Mr Wharton is wholly supportive with the aims of our campaign, which is to see a strong airport, to work with the owners - present or future - to increase available routes and boost the local economy via a viable, successful airport. "He promised to support and help us wherever possible and we'll be meeting him again in the future. "Mr Wharton has previously led calls for Peel to revert to the airport's name to Teesside, as opposed to the highly unpopular name of Durham Tees Valley Airport.

Inverness airport could be missing out on huge economic benefits by failing to capitalise on world-famous Loch Ness in the name of its airport. That's the view of bosses at Liverpool John Lennon Airport who saw investment and passenger numbers soar after including the Beatles star in the name. Inverness Loch Ness Airport has been proposed by Nessie hunter Steve Feltham and his campaign has been gathering support with an MSP now backing the name change. But Inverness airport bosses have ruled out the move saying there are no plans to christen the major Highland transport hub after the legendary monster's lair loch.

LBA has shown the biggest improvement out of the country's main airports for flights taking off on time, according to new research. Data published by the Civil Aviation Authority (CAA) shows around 247 million people passed through 24 of the country's main airports in the 12 months to June, making it the busiest period since records began. This is believed to have contributed to a reduction in overall punctuality, with almost a quarter (23 per cent) of flights at least 15 minutes late between April and June. In the same period last year, 21 per cent of flights were delayed. London Gatwick experienced the biggest decline in on-time flights, down from 74 per cent to 67 per cent, but Leeds Bradford (pictured) had the biggest improvement, up from 81 per cent to 86 per cent. The CAA's policy director, Tim Johnson, said: "UK airports have now seen the strongest first two quarters for passenger numbers since records began, which has also led to the highest ever passenger figures for a 12-month period. "However, in line with this significant passenger growth, and the increase in commercial flights, there has also been a slight reduction in punctuality across several airports."

Manchester could be in line for a third direct flight to China after the country's flag carrier Air China filed an application to launch a route to Shanghai. Pending Chinese government approval, Air China wants to operate an Airbus A330-200 aircraft from Shanghai Pudong International Airport to Manchester. It also hopes to start flying from Shanghai to Barcelona. The potential direct Manchester flight comes just a month after Hainan Airlines last month confirmed plans to start a Manchester-Beijing service, which will run four times per week from June 2016. Cathay Pacific also operates a service from Manchester to Hong Kong. A Manchester Airport spokesman said: "After what has been a phenomenal year of Manchester forging ties with the Far East, we understand that Air China has applied for a route to Shanghai, which is the first stage of a very long process. "As always we continue to discuss and progress the commercial case for a wide range of airlines to connect Manchester to key strategic markets across the globe, and as and when these are confirmed we would announce accordingly." Air China was established in 1988 and carried 51 million domestic and international passengers in 2013. In October, Hainan Airlines' president told Insider he was open to the idea of increasing its new Manchester-Beijing route from four times per week to daily in the future. Xie Haoming said: "We have been discussing the route with Manchester Airport for three years." From China to the UK, there are only routes into London, so it's a little bit of a risk for us to choose another destination in the UK. We needed a lot of analysis; also the Chinese tourism to the UK is growing, so we chose at a certain point to go into this market. "If we are confident with the China-UK relationship, there is no doubt we will increase the frequency to a daily service. "It will bring a lot of Chinese people to this region. The North has huge potential for development – your football teams are very famous in China!"

AIRLINE NEWS

Flybe has announced it is to pull out of Bournemouth Airport, six months after restarting flights from the resort. The airline confirmed it was running its south coast business from Southampton airport, but also withdrawing its fleet of jet aircraft. The airline currently flies to Jersey, Glasgow, Dublin, Paris and Amsterdam from Bournemouth. It resumed flights from Bournemouth Airport in March. Flybe chief commercial officer Paul Simmons claimed: "This will enable more frequency and more choice to our customers through consolidating our South Coast operation into one airport. Steve Gill, managing director of Doncaster Sheffield Airport, said: "We are delighted that Flybe has been able to bring forward the start date of their new routes.

Norwegian are to offer a record 1.1 million seats on flights to and from the UK next summer. More than 6,000 flights from Gatwick, Manchester, Edinburgh and Birmingham to 34 destinations across Europe and the US have gone on sale – a rise of 5% over this year's peak period. Bookings have opened for travel between August 15 and October 30, 2016 with one-way fares starting at £34.90 to Barcelona from Gatwick and £149 to Boston. Destinations expected to be popular for the summer holidays and October school half-term include Boston, Orlando and the Canary Islands.

Chief commercial officer, Thomas Ramdahl, said: "Next summer is set to be Norwegian's biggest ever in the UK as our free Wi-Fi and unique low-cost services to America continue to attract record numbers of passengers. "We expect to see demand for the Canary Islands continue to grow in 2016 as well as key Spanish destinations such as Alicante and Barcelona. "Further afield

Norwegian will be launching four flights per week to Boston and Orlando will return to the schedule for summer."

Ryanair have celebrated the Irish low-cost carrier's 375 direct delivery of a Next-Generation 737-800. Ryanair is the largest Next Generation 737-800 customer in the world having ordered more than 530 of the aircraft type. "As Europe's largest airline, the reliability and customer appeal of the Boeing 737-800 aircraft has been the cornerstone of our successful growth over the last 16 years and we are proud to take delivery of our 375th Boeing 737-800 aircraft," said Mick Hickey, Ryanair's Chief Operations Officer. "Our current and future Boeing orders will allow us to grow our fleet to over 540 all-Boeing aircraft, which will see our traffic double from 91 million annual customers last year to 180 million per annum by 2024." The Dublin based airline is this year celebrating its 30th anniversary of operations since its first flight in 1985. Today, Ryanair is the largest all-Boeing operator in Europe. "A key component of Ryanair's success has been the safe, reliable and economic performance of the Next-Generation 737-800," said Todd Nelp, vice president of European Sales, Boeing Commercial Airplanes. "We are honored by Ryanair's continued confidence in our products as we celebrate this significant milestone in our shared history." Ryanair is also the launch customer of the 737 MAX 200, the newest member of the 737 MAX family, ordering 100 airplanes in 2014. A variant based on the successful 737 MAX 8, the 737 MAX 200 can accommodate up to 200 seats, increasing revenue potential and providing customers up to 20 percent better fuel efficiency per seat than today's most efficient single-aisle airplanes.

Virgin Atlantic will operate its final B747-400 airliner out of London Heathrow on January 12th/13th. The airline had previously planned to fly its last two Boeing 747 services from LHR to Miami and New York JFK on February 20th/21st, which was modified from an original end date of April 17th/19th. Virgin will roster a mix of B787-9 and A330-300 aircraft on flights VS005/006 to Miami from January 12 and B787-9 and A340-600 jets to New York JFK from the following day. The carrier will continue to operate the B747 out of London Gatwick.

OTHER NEWS

Finally a seasonal article. It's a well-kept secret, but the most affordable way to do it is by flying on Christmas Day itself. Some airlines such as easyJet don't operate flights then but others, including British Airways and Virgin Atlantic, have a full schedule so need to fill the seats. Skyscanner.net travel editor Cat McGloin says: "We've crunched the numbers, looking at millions of flights from 2014, which show that Christmas Day is in fact the cheapest day that week to fly to the USA from the UK – the flight price on December 25 is £573, compared to £608 for the rest of December." There are other benefits – the plane is more likely to have spare seats and airports tend to be quieter than in the run-up to Christmas. But you'll need to book them soon because they're selling fast. So, what deals are out there? If you fancy some sun, British Airways has four nights in **Tenerife**, staying at the three-star NH Tenerife for £329pp including flights and room-only accommodation, flying from Heathrow on Christmas Day. If you fancy the white sands and vintage Cadillacs of **Cuba**, Thomas Cook has a 14-night break that will allow you to take in New Year as well. The price of £1,545pp includes flights on Christmas Day from Manchester and all-inclusive accommodation at the four-star Iberostar Laguna Azul in Varadero. Airlines also like to lay on the treats at Christmas time. On Virgin Atlantic flights you can expect to have a Christmas meal – complete with brussels sprouts. Santa hats will be in evidence at British Airways too – the airline will be serving over 16,000 festive meals over the holidays. Time your flight right and you can have turkey with all the trimmings with the family before jetting off – and then tuck into another at 30,000 feet. Now that's what I call having our Christmas cake and eating it!

Have a great Christmas everybody, and look forward to meeting some of you in 2016

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CREDITS Aircraft Illustrated, Airliner New, Yorkshire Spotters E-mail site's, and all their contributors, Yorkshire Post, Telegraph and Argus, TTG, Pete Smith, Steve "ASU" Snowden.

ESCAPE TO THE EAST BY JIM STANFIELD

On the Editor's (Trevor Smith) annual birthday treat we started the day in that very English way, by joining a stationery traffic queue on a motorway. Ours was at Colsterworth on the A.1(M) heading south and we waited two hours. Received information indicated that there was no prospect of an early clearance and that we were a cool ten miles back in the jam. The guy in the next car was hoping to reach Gatwick for a 13.30hrs departure to Reyjavik and on to Boston: we wished him luck as the clock struck 11.00 hrs. Meanwhile Radio 5 kept us entertained with news of several other lengthy traffic queues across the motorway system.

By now the Editor was expressing concern that the traffic queue, lack of food and his rapidly paling birthday treat were causing him to lose the will to live, so the decision was taken to escape to the east and spend the rest of the day "spotting" in Lincolnshire. Rumour had it that, despite the deficit, military aircraft were still to be seen flying in this county and so it proved.

After a delightful but very late breakfast at the Silver Spoon Café in Sleaford (now recommended by our Food Correspondent), which noticeably brightened our mood, we happened upon our first aeroplanes of the day at RAF Cranwell. I should add here that our "pilot" claimed he had earlier seen a Lancaster nose heading north on a lorry, but without confirmation this had been dismissed as a mirage caused by over exposure to traffic fumes in the traffic queue. A call at RAF Barkston Heath on the way to Cranwell confirmed the news that the RAF had evacuated the "civvy" Grob Tutors.

RAF Cranwell was pleasantly active and gave opportunity for cameras to be deployed to photo some military "tins" in the circuit. A Sentinel R.1, ZJ694 of 5 Squadron, was resting on the apron next to six King Airs of 3 Flying Training School. In a trip "round-the-back" we failed to gain access to the gliding club hangar, which I was assured was full of exciting "cops". Instead we logged XW353 a Jet Provost T.5 and XS727 a Dominie T.1 on the gate. But no time to tarry.

Next stop was Coningsby which proved to be entertaining. The RAF was flying and we enjoyed the splendid spectacle of the local resident Typhoons (e.g. ZJ919 an FGR.4 coded "DC" 11 Squadron) in the circuit as we logged the aircraft on the pan: G-FRAW Falcon 20, XX265 Hawk T.1A coded "CP" of 100 Squadron, two Sentry AEW.1 ZH101 and ZH106 the latter wearing 100 year special markings of 8 Squadron. A tour of the airfield boundary revealed several more Typhoons in far flung places and the Lightning F.6 XR753 on display near a crash-gate.



Onwards to East Kirkby and the home of the Lincolnshire Aviation Heritage Centre. The Main Hangar was open and we clocked the Lancaster "Just Jane" (NX611) and the Dakota (2100882) and managed to get one or two photos. The original war-time Control Tower here is particularly well kept and nicely presented. However, on to the hangar where the Proctor IV (NP294) and the Hampden T.B.1 (AE436) re-build projects are in progress. Here we saw that there is much work to be done before these two aircraft

will be displayable. The Proctor is just about recognisable as such and work is currently focussed on the wings. Also stored are some of the geodetic sections of Wellington (L7775) awaiting attention. As we were preparing to leave we paused by the Meridian Line for a "team photo", but by now the sun was well past the "yard-arm" so, after a quick cuppa in the café, we decided to

commence our return to civilisation and turned north.

At break-neck speed we headed for Humberside Airport. OO-NHK an EC-155 Dauphin of Noordzee Helicopters was the star for me of a fairly undistinguished selection including several AW-139s and Pa-28s. As a consolation I ate my last sandwich with an accompanying packet of Hula Hoops.

For a reason, as yet unclear, we then headed for Hibaldstow! Here in a rain shower we stumbled upon closed hangars, a deserted airfield and a wet apron. The hoped for aircraft had eluded us.



The next stop was Sandtoft, where the evening sun was shining on the following, which were parked outside: N200ZK Cessna 172H, G-BCGI Pa-28, G-BSYV Cessna 150M and G-BOMP Cherokee Archer II. So nothing to get too excited about. The café had closed some time earlier in the day and we were left to gaze longingly through the café window at the menu, but to no avail. There appeared to be some human activity at the hangar on the far-side of the airfield, but we did not venture that way.

On to Donnie, where calls of, "It's time for a Costa", caused us to throw caution to the wind and enter the short stay car-park, where the free parking period added impetus to the race into the terminal building in search of Costa but the café had disappeared. By sprinting back to the car we were able to avoid paying any parking fee at all, which was a high spot in the day for some in our party. A quick look at the arrivals screen had shown there was some time to wait for the scheduled Wizz Air movements, which had prompted our visit. So we adjourned to a local pub on the end of the runway and enjoyed coffee in the pub restaurant, where our "pilot" entertained us with his forthright views on matters of the moment.

The Wizz Airs duly arrived and we added HA-LWA, HA-LWO and HA-LWP to our log as the sun started to sink into a cloud bank on the horizon. Also noted were Citations N550LD and N80364.



Our escape to the east had provided an interesting and entertaining day, but with the sandwich bag empty and twilight drawing-in we turned west along the M.62 and headed into the sunset, with the overhead motorway signs still warning of major traffic delays on the A.1(M) at Colsterworth. We were left wondering, did that guy we met in the traffic queue make it to Gatwick?

Jim Stanfield

CARLISLE LAKE DISTRICT AIRPORT - 22 SEP 2015

With a long cross-country car journey for an afternoon visit to RAF Spadeadam it was also the perfect opportunity to spend the morning at Carlisle Airport or to give it it's full name , the Carlisle Lake District Airport . My last visit was several years ago and Stobart's , the airport owners , had huge development plans for the airport which seemingly were having to overcome obstacle after obstacle and at one point looked as though they would not go ahead at all but on the evidence of this visit things look to be finally taking off . Pun intended !

A new roundabout has been built on the A689 on the south side of the airport which has a still to be opened access road into a new storage and logistics park which itself has been built on top of some wartime aircraft dispersal areas . These dispersal area's were of both the 'frying pan' and 'spectacles' types which also used as bases for blister hangars when the airfield was home to Beaufighter aircraft of 17 OTU . On the technical site the huge Stobart hangar which was still under construction when I last visited in early 2008 is now complete and home to several biz jets including Falcon 900B M-SAIR , one of the Stobart fleet . Mention of course has to be made of the control tower and in particular it's Café Stobart with it's Big Breakfast and All Day Breakfasts which are to be recommended and seemingly very popular during my visit ! More info here <http://www.carlisleairport.co.uk/>

Flying

G-CDCV	R44 Raven II	to Dublin
G-SIXG	Rotorsport UK MTOSport	local flying

Private Hangar

WP901/B	Chipmunk T10	really G-BWNT
G-BUIR	Avid Speedwing Mk4	minus starboard wing !
G-CBDP	Mainair Blade 912	
G-CDRH	Thruster T600N	
G-CGLM	Rotorsport UK MTOSport	
G-CGNX	ditto	
G-CGXR	Vans RV-9A	
G-CGY Y	Savannah VG Jabiru	
G-CHLD	Rotorsport UK MTOSport	
G-JONL	CZAW Sportcruiser	
G-TUCK	Vans RV-8	
G-WINH	EV-97 TeamEurostar UK	
G-YADA	Ikarus C42	
G-YROH	Rotorsport UK MTOSport	
N60UK	Aviat A-1C Husky	



N60UK
Aviat A-1C
Husky

Hangar 30 flying school hangar

G-ASIL	PA-28 Cherokee	new resident
G-AZCK	B121 Pup	
G-BJNN	PA-38 Tomahawk	stored , fuselage only
G-BTDW	Cessna 152	
G-CEOF	PA-28 Cherokee Arrow III	
G-JLIN	PA-28 Cadet	
G-OECM	Commander 114B	
G-RNCH	PA-28 Cherokee Archer II	
G-WAVA	Robin HR200/120B	new resident

parked outside was ;

G-BBNZ F172M Skyhawk

Cumbrian Microlight Training Centre hangar

G-CDRP	Ikarus C42
G-FIFT	ditto
G-SARJ	Quik GT450

Stobart hangar

G-BJMR	Cessna 310R
G-TRJB	Beech A36 Bonanza
M-SAIR	Falcon 900B



M-SAIR
Falcon
900B

Northumberland Aircraft Maintenance hangar

G-BIOK	F152
G-BOIO	Cessna 152
G-BXBZ	PZL104 Wilga
G-OJHC	182P Skylane

parked outside was ;

G-BDFY Grumman AA-5 Traveller

With thanks to both Geoff and Steve for their help with air-side access .

David Thompson

BRUNTINGTHORPE THUNDER DAY 30/08/2015

Photographs - Mike Storey



XW544
Buccaneer
S.2B

XR713
Lightning
F.3



XR235
DH106
Comet 4C

22+35
Lockheed
F104G





OK-TSC Smartwings Boeing 737-800 Lanzarote 8/10/2015 (Mike Payne)



C-GTQB Air Transat (Special scheme) 737-800 Toronto 07/09/2015 (Ian Morton)



G-AYGA JODEL -D117 Oxenhope 10/10/15 (Mike Storey)