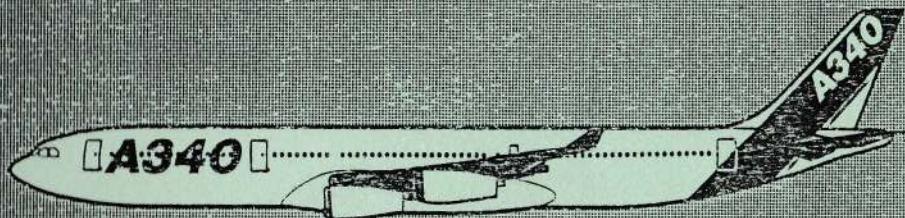




A340



 **AIRBUS INDUSTRIE**

VOL. 26

JULY 2000

CHAIRMAN : MR.M.WILLINGALE	
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Please note that all membership enquires should be made to the Treasurer	

CHAIRMAN'S CHAT

Hopefully, you will be receiving your magazine at the July meeting at the L.B.A (Gate 20). Airport movements are still not coming in as they used to do and Terry Sykes has a mammoth task to assemble all the data received from the L.B.A and our own members' logs into a suitable format for the magazine.

Whilst on the subject of this journal, I would appeal to any one out there who could do a couple of pages a month on world-wide aviation. Many snippets can be picked up from aviation magazines or the web site. Passing on such information is legitimate and acceptable as long as the source is acknowledged. Also required are your one-off articles such as those regularly sent in by Alan Tempest and Ian Morton. Many of you will be going on holiday over the next few weeks on charter flights from airports such as ours, Manchester and Gatwick etc. Please try and do a little report when you return on such things as check-in facilities, in-flight meals, facilities at destination airport and any interesting aircraft seen (logs are not necessary).

We have no further news from the South-side other than what was published last month. Two recent special visitors deserve a comment. Friday, 2nd June saw the arrival of B747 of Air Atlantian from Lourdes. By mid-afternoon the runway changed to 14 and the rains descended. Many members were at the south-side and expressed their doubts about the aircraft diverting instead of landing. However, bang on time the B747 called up and performed a text book approach and landing, using the same amount of runway as did a later arriving F27. The airport was already coping with the usual Friday charters and schedules but did a wonderful job, with the ambulift in full use to de-plane the many handicapped passengers and their helpers. Well done Air Atlantian and the L.B.A. Saturday, 10th June saw the final visit of Concorde. During arrival the aircraft did a fly-past of R32 then did its usual supersonic trip and departed around 16.00 hrs back to LHR. During the next 12 months all 7 Concorde will undergo full "D" checks i.e. full engineering overhaul and cabin refits. With only seven in the fleet to maintain scheduled flights and long-haul charters all small-scale charters will cease. Let us hope that Concorde returns to Leeds in the not too distant future. These two special flights and Easy Jet diversions have shown that the L.B.A. can cope, and cope well, with all modern civil aircraft and aviation requirements.

MEETINGS (starting at 14.30)

Next meeting arranged for 3rd September- details t.b.a.

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Andy Barker, Peter Martin, Laurie Coldbeck

Leeds/Bradford Movements

May 1970

- 01 V-204 SP-2H Neptune F/T Valkenburg;G-APZL PA-22 Tri-Pacer;
G-AYAF Twin Comanche G-APUZ PA-24 Comanche;G-AME Viscount B12;
G-ANGU DH 104 Dove 6 F/T Birmingham;G-AXCG Jodel D.117;
- 03 G-AWLC Alouette Astazou G-AHIC Avro 19 srs.2;G-ASWL Cessna F172F;
- 04 G-AVIW Viscount B12 F/T Rotterdam;G-AXSR Brantly B-2B;
O-77214 C-47 USAF;
- 05 G-AWLF HS 125 1B F/T Luton;G-ASMY PA-23 Apache 160;
G-AWTA Cessna 310N F/T Turnhouse;G-ATHJ PA-23 Aztec 250;
- 06 G-AVZT PA-31 Navajo Also 12 & 13;G-AXVB Cessna F172H New/res;
G-AWMW PA-23 Aztec 250 Hawarden-Newcastle;G-ASYB Twin Comanche;
- 07 G-AXKD PA-23 Aztec 250 Heathrow-Jersey;G-AWVK King Air B-90;
G-AWLV JetRanger F/T Battersea;G-AMZN DH 104 Dove 6;
G-ATXG PA-23 Aztec 250 G-AXFE King Air B-90;
- 08 G-AXMR PA-31 Navajo Cardiff-Carlisle;G-ATPC HS 125-1;
- 09 G-AVEK Cessna 411A G-AWGX Cessna F172H;
- 10 G-AXZJ Cessna 172K F/T Fairoaks;G-ATXG PA-23 Aztec;G-AVIW Viscount B12;
- 11 EI-APC Bristol 170 31E Dublin-Cambridge;G-AMUN Twin Comanche;
G-AJGT DH 104 Dove 7XC F/T Hucknall;G-ASND B55 Baron;G-AWGA A.109 Airedale;
G-ALVS DH-104 Dove 6 Glasgow-Heathrow;G-ATHZ Cessna 150F;
G-AMZN DH 104 Dove 6 O-77214 C-47 USAF;G-AYBD PA-23 Aztec 250D;
- 12 G-AWLP PA-23 Aztec 250 F/T Newcastle;G-ASYD Twin Comanche;
G-ANFV DH 114 Heron 2 Southend-Gatwick;G-ATEN Twin Comanche;
G-AWKX Queen Air A65 F/T Elvington;G-ATAI DH 104 Dove B;G-AWFK Cherokee;
G-ASKS Cessna 336 G-AXLM BAC 1-11;
- 13 G-AYAC PA-28R Arrow F/T Oxford;G-ARYR PA-28 Cherokee;G-AVBN Cherokee;
G-AXLN BAC 1-11 BMA Heathrow-Teesside(diversion);G-AVHK Viscount B12;
G-APMY PA-23 Apache Fairoaks-Blackbushe;G-AXGT D.62B Condor;
G-ASKM Queen Air B65-80 Hawarden-Church Fenton;
- 14 N360WT Gulfstream I Le Bourget-Newcastle;G-ATJV Cherokee Six;
G-ATPR PA-23 Aztec Ringway-Luton;XT554 Sioux to EMA;
G-AXLM BAC 1-11 F/T Heathrow(T-S diversion);G-AWEI D.62B Condor;
G-AWFZ A-23 Musketeer F/T Ashford;G-ASNW Cessna F172E;G-APEW Viscount 806;
PH-ILS Queen Air 65 G-ASSI HS 125-1 Heathrow-Newcastle;
- 15 G-AVRX PA-23 Aztec F/T Birmingham;G-AWTX Cessna F150J;
G-AVSN JetRanger York-Ringway;G-AVRP Cherokee;G-ASXV Queen Air B65-80;
G-AXPU HS 125 3B-RA G-AWVG Cherokee;G-ATPC HS 125-1;G-AWIY PA-23 Aztec;

- 16 G-ATNY Cessna 337A G-APYN PA-22 Tri-Pacer;
- 17 G-AYDD SIAI 206 F Coventry n/s;G-AVGI Cherokee 140;G-ATJE Cherokee;
G-ARIK PA-22 Caribbean EMA-Leicester;G-AXSR Brantly B-2B;
- 18 G-ARAN PA18 Super Cub F/T Sutton Bank,n/s to 22nd;G-AVNA Queen Air A65;
O-48343 C-47 USAF;G-ASXV Queen Air B65-80;G-AIYR DH89A Rapide;
- 19 G-AWPK PA-23 Aztec F/T Liverpool;G-AWKF Twin Comanche;
G-AXXD Hughes 269.D G-AXPS HS 125 3B;G-AMZN DH 104 Dove 6;
- 20 G-AWRV JetRanger F/T Huddersfield;G-AWBW Cessna F172H;
PH-ILS Queen Air 65 G-ATJG Cherokee;G-AWGE Cessna F172H;G-AVZH JetRanger;
G-AVZF PA-28 Cherokee Oxford-Cambridge;G-AWIY PA-23 Aztec;
- 21 G-AXXA PA-28 Cherokee F/T Southend;G-AWLU Cessna F150J;G-AXRZ Cessna FA150;
OO-LBW Cessna 310P F/T Brussels;XNB14 HS Argosy C.1;
VP960 Devon C.1 "Ascot 563";G-ATPC HS 125-1;
- 22 EI-APC Bristol 170 31E Aer Turas;G-AWDI PA-23 Aztec;G-AWGR Cessna F172H;
G-AXDC PA-23 Aztec Norwich-Turnhouse;G-AXWN Cessna F337 New/res;
G-ARLK PA-24 Comanche G-ATDL Cessna 310J;G-AVDA Cessna 182;
- 23 F-BNNS Rallye 892A Ipswich-Lydd;G-AWMI Cherokee;G-AVXX Cessna FR172E;
G-ARDC Cessna 210 Southend-Reading;G-ATXG PA-23 Aztec;
- 24 G-AYDE PA-23 Aztec F Luton n/s;G-ASHT D.31 Turbulent New/res;
G-AWFP D.62 Condor G-AWLJ Cessna F150H;G-ARLK PA-24 Comanche;
G-AGWE Avro 19 srs.2 G-ATPC HS 125-1;
- 25 G-AWR PA-28R Arrow F/T Blackpool;G-AWLE Cessna F172H;
EI-APC Bristol 170 31E Aer Turas;G-AWBK Cessna 421;
- 26 O-50943 C-47 USAF,Northolt-Prestwick;G-AXIP Cherokee 140B;
G-AHP Auster J-1N G-ATNY Cessna 337A;
- 27 CF-YFT Twin Otter Newcastle-Liverpool;G-AXGJ Cessna 337D;
F-BOET PA-23 Aztec F/T Birmingham;G-AVNO Cherokee 180;G-AVTE JetRanger;
G-AXRX Cessna 337D F/T Newcastle;G-AREV PA-22 Tri-pacer;
XP808 Beaver AL.1 "Army 627";G-ASNN Cessna 182K;G-AWTM Cherokee;
G-AXFE King Air B90 G-AVHJ WA.41 Baladou;G-AXDC PA-23 Aztec;
- 28 OY-AKW Cessna 414 G-ATHZ Cessna 150F;G-AXEV Beagle B.121 Pup;
G-AXDL Twin Comanche F/T Birmingham;G-ASIU Queen Air B65-80;
G-AVZH JetRanger G-ALBM DH 104 Dove 5;G-ARLK PA-24 Comanche;
O-48343 C-47 USAF;G-APXS PA-22 Caribbean;G-ARYR Cherokee 180;
- 29 G-AXVP BN2A Islander G-AXUA Beagle B.121 Pup.G-AWBK Cessna 421;
XT559 Sioux AH.1 "Army 795";G-AXFE King Air B90;G-ARLD Helio H-395;
XT213 Sioux AH.1 "Army 483";G-ARSB Cessna 150A;G-ATFF PA-23 Aztec;
G-AXSH PA-28 Cherokee G-AWVG Cherokee 140;
- 30 XV733 Wessex HCC.4 "Kitty 6" F/T Harrogate;G-AXHW Agusta-Bell 47G-4;
G-AVXI HS 748 Stanstead-Norwich;G-AXIO Cherokee 140B;
G-AVFR PA-28 Cherokee G-AWGE Cessna F172H;G-AVXX Cessna FR172E;
- 31 G-AWXW PA-23 Aztec G-ARIU Cessna 172B;G-ATTV Cherokee 140;

The star of the month was the Netherlands Navy Neptune on the 1st transporting a kidney on a hospital flight. Three new residents,Cessna F172H G-AXVB on the 6th, Cessna F337 G-AXWN on the 22nd and the blue Turbulent G-ASHT on the 24th.

Leeds/Bradford Movements

May 2000

01 Monday

G-GTDB Airbus 320	0204 0917	G-BYNC Boeing 737 800	0603 0757
EI-FKC Fokker 50	0851 0957	G-BVKB Boeing 737 500	0927
EI-COX Boeing 737	0947 1036	G-WFEP ATR-42	0951 1032
G-UKTE Fokker 50	1005	OO-DJN Avro 146 RJ85	1012 1114
G-BNCP PA-28 Warrior II	1018	G-BFRR Cessna FRA150H	1119 1213
G-RJXA EMB 145	1125	G-OMNI PA-28R Arrow	1203 1335
G-UKTH Fokker 50	1205	G-BCVJ Cessna F172M	1302 1649
EI-CKP Boeing 737	1340 1423	G-GNTH SAAB 340	1359
G-MAJH Jetstream 41	1402	OO-DJZ Avro 146 RJ85	1446
G-WFEP ATR-42	1459	G-SACT PA-28 Cadet	1631
G-RJXA EMB 145	1639	G-BFRR Cessna FRA150H	1659 1748
G-ROLA PA-34 Seneca	1718	G-BYNC Boeing 737 800	1727 1853
EI-CON Boeing 737	1745	G-WFEP ATR-42	1806
G-BVZH Boeing 737 500	1820	OO-DJH Avro 146 RJ85	1859
HB-ITX Gulfstream IV	1906 1006(02)	EI-FKD Fokker 50	1923
OO-DWH Avro 146 RJ100	2251		

02 Tuesday

G-BYNC Boeing 737 800	0034 0802	C-GTDB Airbus 320	0457 0818
EI-FKD Fokker 50	0856 1011	G-MAJE Jetstream 41	0941
G-GNTH SAAB 340	0946	G-BVZH Boeing 737 500	0953
G-UKTD Fokker 50	0958	OY-MRB Boeing 737 700	1003 1114
G-GNTJ SAAB 340	1014	EI-ONW Boeing 737	1021
OO-DJZ Avro 146 RJ85	1028	G-UKTG Fokker 50	1225
G-BYNC Boeing 737 800	1306	G-ECAW LongRanger	1330 1423
NB63CE Hawker 800XP	1334 1731	EI-CJH Boeing 737	1356
C-GTDB Airbus 320	1419	G-JEDE DHC-8	1443
OO-DJV Avro 146 RJ85	1450	G-RJXA EMB 145	1625
G-MAJF Jetstream 41	1632	G-GNTH SAAB 340	1641
G-UKTG Fokker 50	1649	G-MAJH Jetstream 41	1706
G-MAJE Jetstream 41	1722	G-GNTJ SAAB 340	1724
EI-CKS Boeing 737	1805	HB-ITX Gulfstream IV	1824 0853(03)
OO-MJE BAe 146 200	1828 1943	G-BNII TB-10 Tobago	1848
OY-BZT Citation II	1900 2004	G-BCRL PA-28 Warrior	2007 2034
OO-DWD Avro 146 RJ100	2126		

03 Wednesday

EI-FKC Fokker 50	0850	OO-DJV Avro 146 RJ85	1018
N12NM Citation I	1027 1517(19)	N3036A PA-34 Seneca	1036 1118
G-RJXA EMB 145	1201	OY-BZT Citation II	1216 1320
G-UKTG Fokker 50	1230	EI-CJH Boeing 737	1345
G-GNTH SAAB 340	1349	G-MAJH Jetstream 41	1359
G-BVKA Boeing 737 500	1404	G-UKTD Fokker 50	1414
G-FTIN Robin DR400/100	1429 1526	OO-DJR Avro 146 RJ85	1442
G-JEDD DHC-8	1449	G-BYNC Boeing 737 800	1639
G-UKTG Fokker 50	1641	G-RJXA EMB 145	1645
G-GNTJ SAAB 340	1649	C-GTDB Airbus 320	1708
G-BHOR PA-28 Warrior II	1714	G-MAJE Jetstream 41	1717
G-GNTH SAAB 340	1725	F-GFUG Boeing 737 400	1735 1839
VP-CBM Citation II	1754 2111	G-JEDD DHC-8	1758
EI-CKS Boeing 737	1814	G-BYNC Boeing 737 800	1818
G-BVZG Boeing 737 500	1827	OO-DJF Avro 146 RJ85	1910
EI-FKF Fokker 50	1922	OO-DWH Avro 146 RJ100	2236

04 Thursday

G-BYNC Boeing 737 800	0342	0913	G-GTDB Airbus 320	0400	1014
G-UKTB Fokker 50	0741		EI-FKF Fokker 50	0850	
G-MAJF Jetstream 41	0918		G-GNTH SAAB 340	0923	
G-GNTJ SAAB 340	0937		G-JEDD DHC-8	0939	
G-MAJH Jetstream 41	0942		EI-CJH Boeing 737	0945	
G-BVZG Boeing 737 500	0947		G-UKTD Fokker 50	0949	
OO-DJN Avro 146 RJ85	1022		OY-PBG Cessna F406	1046	1225
G-SIGN PA-34 Seneca	1119	1603	N2425 Falcon 900EX	1139	1502
G-RJXA EMB 145	1150		G-UKTB Fokker 50	1216	
VP-CSC Citation Ultra	1219	1251(09)	G-ODDX Boeing 757	1307	
EI-CKR Boeing 737	1357		G-RDVE Airbus 320	1400	
G-MAJH Jetstream 41	1403		G-AVGI PA-28 Cherokee	1412	
G-UKTH Fokker 50	1422		OO-DJR Avro 146 RJ85	1445	
G-OBMX Boeing 737 500	1447		G-JEDE DHC-8	1451	
G-BYNC Boeing 737 800	1512		G-JEDY DHC-8	1547	
HB-GPF King Air 300	1703	1552(05)	EI-CDA Boeing 737	1745	
G-UDUB Bandeirante	1855	2007	G-BNDM PA-28 Warrior II	1916	
C-GTDB Airbus 320	1919	2106	OO-MJE BAe 146 200	1925	
EI-FKD Fokker 50	1930		OY-NPA SA227 Metro	2002	2048
OO-DWL Avro 146 RJ100	2242				

05 Friday

C-GTDB Airbus 320	0150	0653	G-UKTB Fokker 50	0743	
EI-FKD Fokker 50	0850		G-MAJF Jetstream 41	0915	
G-GNTJ SAAB 340	0917		G-BVZG Boeing 737 500	0927	
G-GNTH SAAB 340	0933		G-JEDE DHC-8	0936	
G-MAJH Jetstream 41	0941		G-UKTH Fokker 50	0951	
EI-CJH Boeing 737	0957		RA42361 Yak 42	1000	1108
EC-HGO Boeing 737 800	1144		N800J Gulfstream IV	1146	1458
G-UKTB Fokker 50	1224		G-RJXA EMB 145	1238	
N375SA PA-34 Seneca	1242	1309	G-BAWK PA-28 Cherokee	1333	1442
G-MAJH Jetstream 41	1400		EI-CJC Boeing 737	1404	
G-BYNC Boeing 737 800	1421		G-BVZH Boeing 737 500	1425	
G-EIBM Robinson R-22B	1424	1501(11)	G-UKTH Fokker 50	1432	
G-GNTH SAAB 340	1446		G-JEDD DHC-8	1450	
G-FQLF Boeing 757	1545		OO-DJY Avro 146 RJ85	1548	
EC-GRX Boeing 737 400	1602		N345TG Cessna 421C	1631	1704
G-UKTB Fokker 50	1645		G-WDEV Gazelle	1647	1753
N375SA PA-34 Seneca	1702	1729	EI-CKS Boeing 737	1745	
N3036A PA-34 Seneca	1831		OO-DJJ Avro 146 RJ85	1909	
EI-FKE Fokker 50	1924		G-ATTK PA-28 Cherokee	1950	1431(07)
C-GTDB Airbus 320	2034		G-BXWE Fokker 100	2121	
G-BYNC Boeing 737 800	2152		EC-HJQ Boeing 737 800	2206	2302
OO-DWB Avro 146 RJ100	2249		EC-GUR Airbus 320	2326	

06 Saturday

C-GTDB Airbus 320	0358	0718	G-BYNC Boeing 737 800	0541	0714
G-UKTB Fokker 50	0732		EI-FKC Fokker 50	0844	
G-UKTH Fokker 50	0939		G-MAJA Jetstream 41	0941	
EI-CNY Boeing 737	0956		G-BXWE Fokker 100	1010	
OO-MJE BAe 146 200	1027		G-BXZB Nanchang CJ6	1045	1320
G-JEDX DHC-8	1121		G-UKTB Fokker 50	1205	
G-BYNC Boeing 737 800	1217		D-CAVE Lear Jet 35A	1250	1639
C-GTDB Airbus 320	1330		G-BMFV DV20 Katana	1334	1447
G-BXWF Fokker 100	1344		EI-CON Boeing 737	1353	
EC-HJQ Boeing 737 800	1408		G-BVJB Fokker 100	1427	
G-UKTH Fokker 50	1433		G-JEDY DHC-8	1514	
G-JEDE DHC-8	1542		HB-ITX Gulfstream IV	1630	0856(07)
G-RDVE Airbus 320	1636		XV211 Hercules C.1	1850	1940
EI-FKC Fokker 50	1917		G-BYNC Boeing 737 800	2034	

	C-GTDB Airbus 320	2128		EC-GHM Boeing 767	2238 2355
07	Sunday				
	G-BYNC Boeing 737 800	0335 0616		C-GTDB Airbus 320	0740 0910
	EI-FKD Fokker 50	0849		G-BOIZ PA-34 Seneca	0922 1324
	G-SMDB Boeing 737 300	0954		G-JEDX DHC-8	1005
	G-BVTE Fokker 70	1008		G-BXZB Nanchang CJ6	1016 1608
	G-BWHY Robinson R-22B	1142		G-UKTG Fokker 50	1155
	G-BYNC Boeing 737 800	1200		EI-CNZ Boeing 737	1347
	XW224 Puma HC.1	1422 1502		OO-DJP Avro 146 RJ85	1446
	C-GTDB Airbus 320	1551		G-UKTA Fokker 50	1623
	G-RJXA EMB 145	1636		G-UKTG Fokker 50	1646
	G-MAJE Jetstream 41	1707		EI-CNX Boeing 737	1753
	G-JEDE DHC-8	1801		G-BVZI Boeing 737 500	1824
	OO-DJZ Avro 146 RJ85	1902		HB-ITX Gulfstream IV	1909 1932
	EI-FKE Fokker 50	1923		OO-DWH Avro 146 RJ100	2233
	C-GTDB Airbus 320	2301			
08	Monday				
	C-GTDB Airbus 320	0544 0917		G-BMBC PA-31 Navajo	0844 0912
	EI-FKD Fokker 50	0850		G-MAJF Jetstream 41	0914
	G-WYPA Bolkow 105DBS	0931 1433(09)		G-BVZH Boeing 737 500	0937
	G-GNTJ SAAB 340	0939		G-GNTH SAAB 340	0941
	G-JEDE DHC-8	0944		G-MAJE Jetstream 41	0948
	EI-CDN Boeing 737	0950		G-JEDY DHC-8	0953
	G-UKTE Fokker 50	0955		OO-DJP Avro 146 RJ85	1020
	G-PLAH Jetstream 31	1036 1743		G-BXNS JetRanger	1059 1410
	G-RJXA EMB 145	1208		G-UKTG Fokker 50	1222
	G-JEDY DHC-8	1252		G-BXKW T67M Firefly	1312 1435
	EI-CNY Boeing 737	1345		G-BVZH Boeing 737 500	1351
	G-UKTA Fokker 50	1356		G-MAJH Jetstream 41	1359
	G-GNTJ SAAB 340	1402		G-UKTE Fokker 50	1421
	G-BBNG JetRanger	1445 1638(19)		G-JEDC DHC-8	1447
	OO-DWF Avro 146 RJ100	1456		G-BOYU Cessna A150L	1503 1607
	XZ585 Sea King HAR.3	1624 1644		G-JEDY DHC-8	1628
	G-RJXA EMB 145	1631		G-GNTA SAAB 340	1637
	G-RIBV Citation Ultra	1650 2306		EC-GPS SA227AC Metro 3	1653 1819
	G-MAJH Jetstream 41	1657		G-UKTG Fokker 50	1701
	G-BYNC Boeing 737 800	1708 1849		G-MAJF Jetstream 41	1712
	EI-CNV Boeing 737	1757		EI-GHP Citation Bravo	1821 0801(09)
	G-BVZH Boeing 737 800	1832		OO-DJG BAe 146 200	1919
	EI-FKC Fokker 50	1930		C-GTDB Airbus 320	1951
	OO-DWL Avro 146 RJ100	2251			
09	Tuesday				
	C-GTDB Airbus 320	0304 0819		G-UKTG Fokker 50	0902
	EI-FKC Fokker 50	0910		OY-MRB Boeing 737 700	0934 1133
	G-BVZH Boeing 737 500	0939		G-MAJH Jetstream 41	0945
	G-GNTJ SAAB 340	0949		EI-ODA Boeing 737	1005
	G-UKTH Fokker 50	1009		OO-DJL Avro 146 RJ85	1022
	G-BMBC PA-31 Navajo	1041 1053		G-GNTH SAAB 340	1046
	G-MAJF Jetstream 41	1059		G-RJXA EMB 145	1124
	G-JEDC DHC-8	1142		G-UKTG Fokker 50	1305
	G-JEDY DHC-8	1319		G-HTRL PA-34 Seneca	1333 1517
	G-LINC Hughes 369HS	1353 1408		G-MAJH Jetstream 41	1401
	C-GTDB Airbus 320	1422		G-BVZH Boeing 737 500	1425
	G-UKTH Fokker 50	1427		G-JEDE DHC-8	1448
	G-OBLC B76 Duchess	1501 1526		OO-DJT Avro 146 RJ85	1509
	G-JEDY DHC-8	1629		G-RJXA EMB 145	1633
	G-MAJH Jetstream 41	1659		G-BYNC Boeing 737 800	1712
	EI-CNZ Boeing 737	1741		OO-DJE BAe 146 200	1921
	EI-FKD Fokker 50	1925		G-ODUB Bandeirante	2003 2240

G-OBAL Mooney M20J	2141	1442(10)	OO-DWC Avro 146 RJ100	2341
10 Wednesday				
C-GTDB Airbus 320	0106	0814	G-MIND Cessna 404	0435 0854
LZ-MIS Tupolev TU154M	0722	0825	G-UKTG Fokker 50	0739
EI-FKE Fokker 50	0851		G-BVZH Boeing 737 500	0919
G-GNTJ SAAB 340	0926		G-MAJF Jetstream 41	0929
G-JEDE DHC-8	0941		EI-CJH Boeing 737	0945
G-GNTH SAAB 340	0947		G-MAJH Jetstream 41	0951
G-JEDY DHC-8	0958		G-UKTH Fokker 50	1003
G-UVIP Cessna 421C	1009	1520(11)	OO-DJT Avro 146 RJ85	1038
G-RJXA EMB 145	1046		G-BAVZ PA-23 Aztec	1142 1447
G-UKTG Fokker 50	1213		G-JEDY DHC-8	1303
G-GNTH SAAB 340	1354		EI-CNX Boeing 737	1357
G-BVZH Boeing 737 500	1400		G-UKTH Fokker 50	1429
G-BOIT TB-10 Tobago	1439	1150(11)	G-TYNE TB-20 Trinidad	1445 1601
OO-DJS Avro 146 RJ85	1449		G-JEDC DHC-8	1458
G-JEDY DHC-8	1625		G-BYNC Boeing 737 800	1629
C-GTDB Airbus 320	1713		G-IASL B60 Duke	1721 1439(11)
OY-NPC SA227AC Metro 3	1732	1935	HB-IIN Boeing 737 300	1744 0625(11)
EI-CON Boeing 737	1748		EI-FKD Fokker 50	1925
EI-GFP Citation Bravo	2001	0806(11)	OO-DJJ BAe 146 200	2018
G-BVZI Boeing 737 500	2210		OO-DWI Avro 146 RJ100	2250
11 Thursday				
G-BYNC Boeing 737 800	0329	0658	C-GTDB Airbus 320	0403 1023
G-UKTG Fokker 50	0733		EI-FKD Fokker 50	0901
G-MAJF Jetstream 41	0918		G-GNTJ SAAB 340	0926
G-UKTH Fokker 50	0941		G-BVZI Boeing 737 500	0944
G-JEDC DHC-8	0946		G-GNTH SAAB 340	0949
G-WIRE Twin Squirrel	0953	1253(12)	N997JB P6BC Victor TC	0953 1416
G-MAJH Jetstream 41	0955		G-JEDY DHC-8	0959
EI-CNX Boeing 737	1001		OO-DJS Avro 146 RJ85	1016
G-RJXA EMB 145	1119		HA-ACD Dornier DO28D	1128 1210
G-UKTG Fokker 50	1221		G-BPJW Cessna A150K	1241 1421
G-JEDY DHC-8	1306		G-BYNC Boeing 737 800	1310
G-MOAC F33A Bonanza	1316	1625(14)	G-OOOX Boeing 757	1317
HB-IIN Boeing 737 300	1346	1516	EI-CNY Boeing 737	1403
G-CRPH Airbus 320	1405		G-BVZI Boeing 737 500	1407
G-MAJJ Jetstream 41	1413		G-UKTH Fokker 50	1419
G-JEDE DHC-8	1504		OO-DJO Avro 146 RJ85	1518
N400MW Mooney M20	1623	1243(14)	G-UKTG Fokker 50	1638
G-RJXA EMB 145	1647		G-JEDY DHC-8	1649
G-GNTJ SAAB 340	1653		G-MAJJ Jetstream 41	1704
G-MAJF Jetstream 41	1711		G-GNTH SAAB 340	1724
EI-CON Boeing 737	1741		G-JEDE DHC-8	1801
XX383 Gazelle AH.1	1810	1823	G-OBMJ Boeing 737 300	1840
C-GTDB Airbus 320	1921		EI-FKC Fokker 50	1940
OO-DJE BAe 146 200	2028		G-BYNC Boeing 737 800	2204 2330
OO-DWF Avro 146 RJ100	2243			
12 Friday				
C-GTDB Airbus 320	0209	0632	G-BYAY Boeing 757	0514 0643
G-UKTG Fokker 50	0740		EI-FKD Fokker 50	0912
G-MAJJ Jetstream 41	0925		G-GNTH SAAB 340	0929
G-BVKA Boeing 737 500	0931		G-MAJF Jetstream 41	0940
G-JEDE DHC-8	0944		G-GNTJ SAAB 340	0947
EI-CON Boeing 737	0952		G-JEDY DHC-8	0956
OO-DJO Avro 146 RJ85	1020		PH-XPI PA-31 Navajo	1026 1513(13)
G-UKTH Fokker 50	1101		EC-GNZ Boeing 737 400	1123 1225
EC-HGQ Boeing 737 800	1152	1306	G-UKTG Fokker 50	1206
G-RJXA EMB 145	1226		G-FCLF Boeing 757	1303

G-JEDY DHC-8	1307		EI-ONW Boeing 737	1337	
G-OBLC B76 Duchess	1355	1827	G-MAJF Jetstream 41	1402	
G-GNTH SAAB 340	1406		G-BYAT Boeing 757	1417	
G-BVKA Boeing 737 500	1430		G-UKTH Fokker 50	1448	
OO-DJN Avro 146 RJ85	1459		G-JEDC DHC-8	1538	
N4545 Lear Jet 45	1555	1641	G+MMV CitationJet	1603	1632
G-JEDY DHC-8	1624		G-RJXA EMB 145	1629	
G-UKTG Fokker 50	1641		G-GNTJ SAAB 340	1655	
G-MAJF Jetstream 41	1711		EI-CJH Boeing 737	1745	
OO-DJG BAe 146 200	1914		EI-FKE Fokker 50	1922	
G-BLTM Robin HR200	1930	2002	C-GTDB Airbus 320	2037	2229
G-BYAT Boeing 757	2146		G-BVJB Fokker 100	2154	
EC-GLR Airbus 320	2200	2319	OO-DWF Avro 146 RJ100	2227	
EC-GBN Boeing 737 400	2231	2339	EC-HHH Boeing 737 800	2343	
13 Saturday					
C-GTDB Airbus 320	0422	0723	G-BYAT Boeing 757	0640	0756
EI-FKD Fokker 50	0856		G-BVJB Fokker 100	0914	
G-OBPL Bandeirante	0944	1746(14)	EI-CJE Boeing 737	0948	
OO-MJE BAe 146 200	1024	1122	G-JEDY DHC-8	1105	
VP-CSC Citation Ultra	1118	1527(19)	G-JEDX DHC-8	1124	
G-RJXA EMB 145	1131		NB66LP PA-46 Malibu	1240	1730
G-BYAT Boeing 757	1335		C-GTDB Airbus 320	1339	
EI-CON Boeing 737	1350		G-OBMZ Boeing 737 500	1356	
G-UKTH Fokker 50	1431		G-CITY PA-31 Navajo	1444	1706
G-JEDY DHC-8	1524		EC-HJQ Boeing 737 800	1542	1638
G-JEDE DHC-8	1544		G-BPRJ Twin Squirrel	1628	1655
G-RDVE Airbus 320	1658		EI-FKD Fokker 50	1923	
G-UKTF Fokker 50	1952		G-BYAT Boeing 757	2046	
G-MOHS PA-31 Navajo	2103	0949(14)	C-GTDB Airbus 320	2106	
G-RJXD EMB 145	2136				
14 Sunday					
EC-HFB Airbus 310	0040	0200	G-BYAT Boeing 757	0407	0611
C-GTDB Airbus 320	0834	0942	EI-FKE Fokker 50	0854	
G-BVJB Fokker 100	0911		G-UKTF Fokker 50	0940	
G-JEDX DHC-8	1002		G-BTBC PA-28 Warrior	1032	1344
G-BVTE Fokker 70	1035		G-BYAT Boeing 757	1201	
G-OBAL Mooney M20J	1211	1737	G-UKTG Fokker 50	1217	
G-BOMP PA-28 Archer II	1409	1531	G-UKTD Fokker 50	1415	
N799AM Cessna 182RG	1421	1218(18)	ZGB48 Islander AL.1	1427	1502
OO-DJX Avro 146 RJ85	1443		EI-CKQ Boeing 737	1450	
G-ASJY GY80 Horizon	1710	1814	EI-ONW Boeing 737	1740	
OO-DJQ Avro 146 RJ85	1912		EI-FKF Fokker 50	1922	
G-RIBV Citation Ultra	1924	2003	G-MOHS PA-31 Navajo	2214	1258(22)
OO-DWE Avro 146 RJ85	2222		G-BYAT Boeing 757	2253	
15 Monday					
C-GTDB Airbus 320	0611	0903	G-UKTG Fokker 50	0731	
EI-FKC Fokker 50	0858		G-BVZI Boeing 737 500	0922	
G-GNTD SAAB 340	0925		G-GNTH SAAB 340	0939	
G-JEDY DHC-8	0946		G-MAJJ Jetstream 41	0948	
G-JEDC DHC-8	0951		EI-CKS Boeing 737	0953	
G-UKTD Fokker 50	0957		CS-DNH BAe 125 800A	1019	1252
OO-DJX Avro 146 RJ85	1022		G-MAJF Jetstream 41	1102	
G-RJXD EMB 145	1129		G-BTNE PA-28 Warrior II	1137	1350
N220SC PA-31T Cheyenne	1156	1055(18)	G-UKTG Fokker 50	1229	
G-JEDY DHC-8	1308		G-BBGB PA-23 Aztec	1343	1601
EI-ONZ Boeing 737	1345		G-GNTH SAAB 340	1348	
G-MAJJ Jetstream 41	1355		G-BVZI Boeing 737 500	1400	
G-UKTD Fokker 50	1426		OO-DJX Avro 146 RJ85	1441	
G-JEDE DHC-8	1511		G-BRDG PA-28 Warrior II	1613	1704

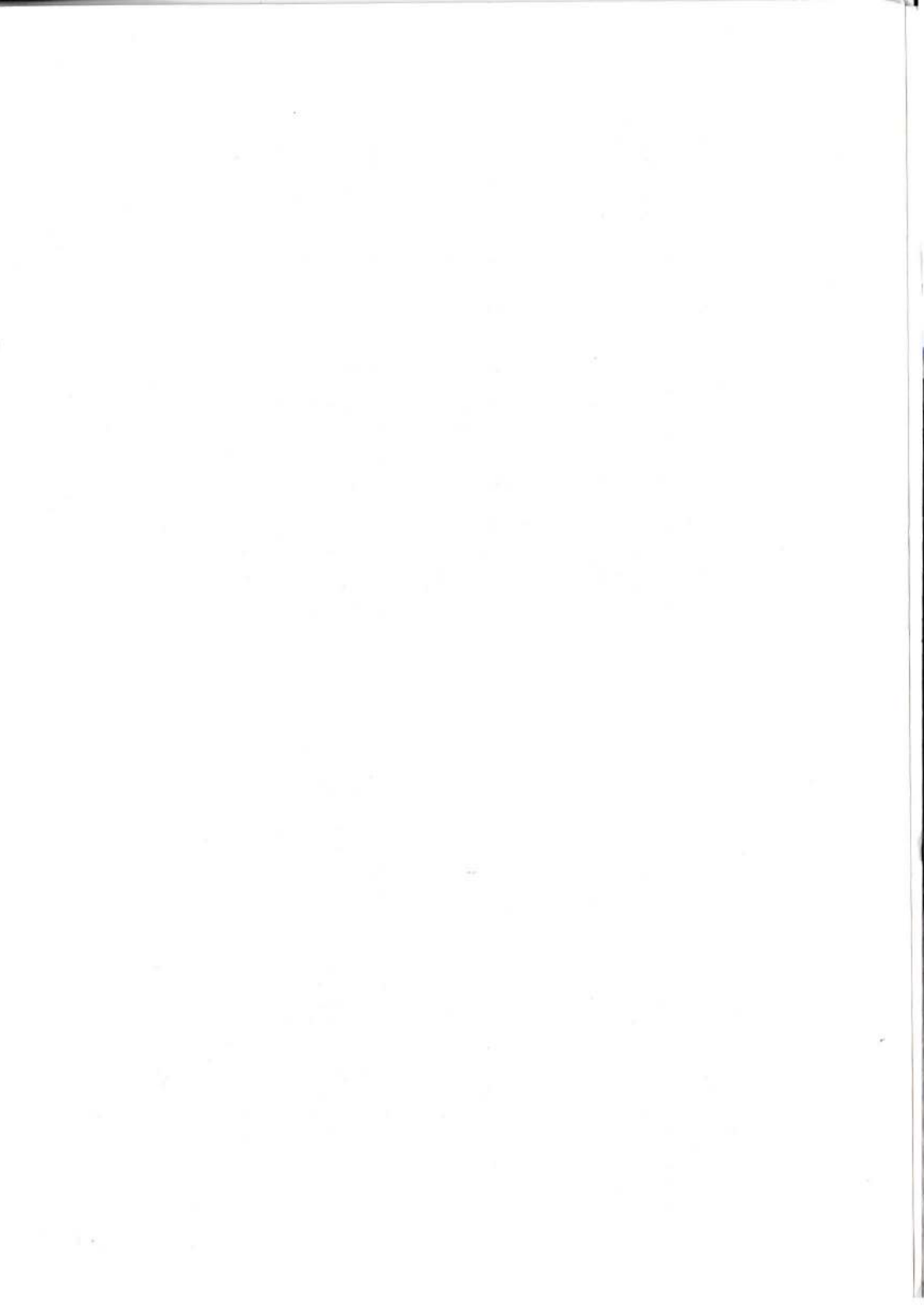
G-GNTD SAAB 340	1642	G-UKTG Fokker 50	1648
G-BYAT Boeing 757	1651	G-JEDY DHC-8	1655
G-RJXD EMB 145	1658	G-MAJJ Jetstream 41	1712
G-MAJF Jetstream 41	1714	G-GNTH SAAB 340	1724
EI-CJF Boeing 737	1739	G-AWIT PA-28 Cherokee	1813 1744(16)
G-JEDB DHC-8	1818	G-HMMV CitationJet	1824 1848
G-BYZJ Boeing 737 300	1845 1932	EI-FKD Fokker 50	1917
OO-DJF BAe 146 200	1920	C-GTDB Airbus 320	1943 2134
G-BYZJ Boeing 737 300	2137	OO-DWB Avro 146 RJ100	2225
16 Tuesday			
C-GTDB Airbus 320	0313 0822	G-UKTG Fokker 50	0752
NB63CE Hawker 800XP	0845 1443	EI-FKD Fokker 50	1849
G-GNTD SAAB 340	0921	G-JEDB DHC-8	0940
G-GNTH SAAB 340	0942	G-MAJJ Jetstream 41	0948
G-JEDY DHC-8	0954	G-UKTD Fokker 50	0956
OY-MRA Boeing 737 700	1001 1113	G-BVKC Boeing 737 500	1004
EI-CJE Boeing 737	1008	OO-DJX Avro 146 RJ85	1032
G-GRID Twin Squirrel	1033 1122	G-BCCY Robin HR 200/100	1058 1516
G-UKTG Fokker 50	1124	G-BYME GY80 Horizon	1207 1322
G-JEDY DHC-8	1259	G-EMBF EMB 145	1314 1420
EI-CKQ Boeing 737	1340	G-MAJA Jetstream 41	1400
C-GTDB Airbus 320	1404	G-UKTD Fokker 50	1420
G-BVKC Boeing 737 500	1426	G-JEDC DHC-8	1446
G-GRID Twin Squirrel	1546	G-RJXD EMB 145	1632
G-JEDY DHC-8	1640	G-UKTG Fokker 50	1646
G-GNTD SAAB 340	1648	G-TANS TB-20 Trinidad	1651 0849(18)
G-MAJF Jetstream 41	1707	G-MAJJ Jetstream 41	1714
G-GNTH SAAB 340	1720	G-BYAP Boeing 757	1726
EI-CNZ Boeing 737	1737	G-JEDC DHC-8	1756
G-BYAT Boeing 757	1827	G-OBMJ Boeing 737 500	1844
EI-FKF Fokker 50	1922	OO-DWD Avro 146 RJ100	2247
17 Wednesday			
G-EZYP Boeing 737 300	0000 0823	G-BYAP Boeing 757	0018 0627
G-CDEZ Airbus 320	0036 0803	C-GTDB Airbus 320	0047 0127
G-EZYK Boeing 737 300	0050 0321	G-EZYJ Boeing 737 300	0131 0332
G-EZYD Boeing 737 300	0159 0829	G-TURF Cessna F406	0534 0547
G-UKTI Fokker 50	0806	EI-FKF Fokker 50	0850
G-MAJF Jetstream 41	0918	G-GNTD SAAB 340	0928
G-GNTH SAAB 340	0930	G-JEDC DHC-8	0935
G-BVKC Boeing 737 500	0937	G-UKTD Fokker 50	0953
EI-CJI Boeing 737	1001	G-LVIP Cessna 421C	1008 1533
G-RJXD EMB 145	1051	G-EMHH Twin Squirrel	1121 1130
G-UKTI Fokker 50	1231	G-JEDX DHC-8	1315
G-GNTG SAAB 340	1336	EI-CNW Boeing 737	1340
G-GNTH SAAB 340	1349	G-BVKC Boeing 737 500	1353
G-BTNT PA-28 Warrior	1404	G-UKTD Fokker 50	1427
G-JEDE DHC-8	1444	OO-DJV Avro 146 RJ85	1449
G-MAJL Jetstream 41	1507	G-BYAP Boeing 757	1623
G-JEDX DHC-8	1632	G-UKTI Fokker 50	1642
G-GNTG SAAB 340	1645	G-RJXD EMB 145	1656
C-GTDB Airbus 320	1714	G-MAJF Jetstream 41	1718
G-GNTH SAAB 340	1723	G-CDEZ Airbus 320	1728
G-JEDE DHC-8	1752	G-MAJL Jetstream 41	1752
EI-CNZ Boeing 737	1805	EI-FKC Fokker 50	1920
OO-DJF BAe 146 200	1933	OO-DWC Avro 146 RJ100	2340
18 Thursday			
G-BYAP Boeing 757	0318 0757	C-GTDB Airbus 320	0346 1013
G-UKTC Fokker 50	0757	EI-FKC Fokker 50	0843
PH-AJS SOCATA TBM700	0854 1411	Z3-ARF Boeing 737 300	0912 1031

G-GNTG SAAB 340	0918	G-DOLY Cessna T303	0924
G-MAJJ Jetstream 41	0924	G-JEDE DHC-8	0926
G-BVKC Boeing 737 500	0928	G-ESTA Citation II	0932 1005
G-MAJF Jetstream 41	0939	EI-CJI Boeing 737	0944
G-GNTH SAAB 340	0947	G-JEDX DHC-8	0953
G-UKTD Fokker 50	0956	N600PV MD-600N	1019 1545
OO-DJV Avro 146 RJ85	1021	G-RJXD EMB 145	1107
G-IANG LongRanger	1119 1306	G-UKTC Fokker 50	1205
G-BMJA PA-32R Saratoga	1245 1526	G-BYAP Boeing 757	1256
G-JEDX DHC-8	1301	EI-RRR BAE 125 700A	1318 1049(19)
G-ODOW Boeing 757	1323	EI-CJH Boeing 737	1355
G-OBMX Boeing 737 500	1358	G-MAJF Jetstream 41	1401
G-UKTD Fokker 50	1421	G-COEZ Airbus 320	1424
G-JEDC DHC-8	1452	OO-DJV Avro 146 RJ85	1513
G-JEDX DHC-8	1631	G-RJXD EMB 145	1637
G-UKTC Fokker 50	1642	G-GNTG SAAB 340	1646
G-MAJF Jetstream 41	1706	G-MAJJ Jetstream 41	1713
G-HASI Cessna 421B	1721 0833(19)	G-GNTH SAAB 340	1727
EI-CJG Boeing 737	1737	G-JEDC DHC-8	1756
EI-FKE Fokker 50	1922	C-GTDB Airbus 320	2002
OO-DJE BAE 146 200	2039	G-BYAP Boeing 757	2119
OO-VWK PA-34 Seneca	2224 2340(19)	OO-DWJ Avro 146 RJ100	2258
19 Friday			
C-GTDB Airbus 320	0237 0630	G-UKTI Fokker 50	0757
EI-FKE Fokker 50	0852	G-MAJF Jetstream 41	0915
G-GNTG SAAB 340	0917	G-GNTH SAAB 340	0929
G-OBMX Boeing 737 500	0933	G-MAJJ Jetstream 41	0936
G-JEDC DHC-8	0942	EI-COB Boeing 737	0957
G-UKTD Fokker 50	1000	G-JEDX DHC-8	1002
EC-GUG Boeing 737 400	1011 1155	G-BJIR Citation II	1140 1343
EC-HBL Boeing 737 800	1143 1258	G-UKTI Fokker 50	1210
G-RJXD EMB 145	1226	N146GA Cessna 425	1228 1529
G-JEDX DHC-8	1309	G-FCLI Boeing 757	1328 1612
G-MAJJ Jetstream 41	1400	EI-CKQ Boeing 737	1410
G-BVKA Boeing 737 500	1417	G-GNTH SAAB 340	1423
G-UKTD Fokker 50	1430	G-BYAP Boeing 757	1433
G-JEDE DHC-8	1452	OO-DJT Avro 146 RJ85	1510
CS-DNG Citation VII	1534 1724	G-RJXD EMB 145	1639
G-JEDX DHC-8	1645	G-UKTI Fokker 50	1647
CS-DNJ Hawker 800XP	1652 0915(21)	G-MAJJ Jetstream 41	1702
G-GNTG SAAB 340	1704	G-MAJF Jetstream 41	1719
G-GNTH SAAB 340	1735	G-JEDE DHC-8	1752
EI-CKS Boeing 737	1804	G-ECAS Boeing 737 300	1844 1933
OO-MJE BAE 146 200	1927	EI-FKD Fokker 50	1930
C-GTDB Airbus 320	2049	G-OBWY Boeing 737 300	2115 1013(20)
G-BVJB Fokker 100	2146	G-BYAP Boeing 757	2149
EC-GZE Airbus 320	2154 2303	EC-HJP Boeing 737 800	2205 2330
G-ECAS Boeing 737 300	2208	OO-DWG Avro 146 RJ100	2256
EC-HHH Boeing 737 800	2307 0016(20)		
20 Saturday			
G-OBPL Bandeirante	0333 1856	C-GTDB Airbus 320	0433 0724
G-BYAP Boeing 757	0515 0652	G-UKTF Fokker 50	0744
EI-FKE Fokker 50	0844	G-BVJB Fokker 100	0926
G-MAJA Jetstream 41	0931	G-UKTD Fokker 50	0945
EI-CNV Boeing 737	0951	OO-DJE BAE 146 200	1024
G-JEDY DHC-8	1121	N146GA Cessna 425	1131 1819
G-RJXD EMB 145	1152	G-UKTF Fokker 50	1217
G-BYAP Boeing 757	1235	G-BNPP Cessna 152	1329 1432
C-GTDB Airbus 320	1339	G-BXWE Fokker 100	1342

	EI-CNZ Boeing 737	1347		G-BWF Nanchang CJ6A	1414 1427
	EC-HJO Boeing 737 800	1420 1524		G-MSKC Boeing 737 500	1426 1602
	G-OBWY Boeing 737 300	1511 1644		G-BJVD Cessna F152	1535 1610
	G-JEDC DHC-8	1537		G-TICL Airbus 3201	1654 1812
	G-HUGG Lear Jet 35A	1741 2022		G-HCSL PA-34 Seneca	1821 1916
	G-BCKV Cessna FRA150L	1822 1852		EI-FKC Fokker 50	1911
	C-GTDB Airbus 320	2102 2226		EC-GDJ Boeing 767	2240 0003(21)
21	Sunday				
	G-BYAP Boeing 757	0339 0611		C-GTDB Airbus 320	0744 0920
	G-BYNC Boeing 757 800	0815 1356		EI-FKF Fokker 50	0843
	G-BVJB Fokker 100	0912		G-UKTD Fokker 50	0956
	G-JEDY DHC-8	1001		G-BVTF Fokker 70	1011
	G-UKTF Fokker 50	1201		G-BYAP Boeing 757	1204
	VP-CCP Citation Bravo	1340 1729(24)		EI-CKR Boeing 737	1352
	G-UKTD Fokker 50	1428		OO-DJW Avro 146 RJ85	1440
	C-GTDB Airbus 320	1609		G-JEDX DHC-8	1626
	G-UKTF Fokker 50	1645		G-MAJF Jetstream 41	1721
	EI-CJG Boeing 737	1754		OO-DJP Avro 146 RJ85	1958
	EI-FKC Fokker 50	2029		OO-DWI Avro 146 RJ100	2228
	C-GTDB Airbus 320	2321 0041(22)		G-BYNC Boeing 737 800	2359 0747(22)
22	Monday				
	C-GTDB Airbus 320	0627 0911		G-UKTB Fokker 50	0740
	EI-FKD Fokker 50	0854		G-BVZE Boeing 737 500	0920
	G-MAJJ Jetstream 41	0933		G-GNTG SAAB 340	0937
	G-GNTH SAAB 340	0939		G-JEDE DHC-8	0944
	G-MAJF Jetstream 41	0947		EI-CDB Boeing 737	0954
	G-UKTD Fokker 50	0959		G-JEDX DHC-8	1003
	G-LVIP Cessna 421C	1005 1103		G-BKTY TB-10 Tobago	1026
	OO-DJX Avro 146 RJ85	1038		G-RJXD EMB 145	1108
	G-LINE Twin Squirrel	1127 1210		OY-IMR TB-9 Tampico	1158 1108(23)
	G-BXNT JetRanger	1159 1625		G-UKTB Fokker 50	1230
	G-JEDX DHC-8	1303		G-AZLH Cessna F150L	1307 1815
	G-GRID Twin Squirrel	1335 1515		EI-CKR Boeing 737	1347
	G-MAJF Jetstream 41	1357		G-GNTH SAAB 340	1405
	G-BVZE Boeing 737 500	1412		G-UKTC Fokker 50	1419
	N6142Z PA-31 Navajo	1437 1806		G-JEDC DHC-8	1450
	OO-DJK Avro 146 RJ85	1456		OY-BJP SA227 Metro 4B	1650 1754
	G-GNTJ SAAB 340	1612		G-JEDX DHC-8	1634
	G-UKTB Fokker 50	1641		G-GNTG SAAB 340	1645
	G-RJXD EMB 145	1646		G-MAJF Jetstream 41	1706
	G-MAJJ Jetstream 41	1709		G-BYNC Boeing 737 800	1717
	EI-CDA Boeing 737	1738		G-JEDC DHC-8	1756
	G-BVZE Boeing 737 500	1835		EI-FKE Fokker 50	1925
	OO-DJH BAe 146 200	1935		OO-DWJ Avro 146 RJ100	2253
23	Tuesday				
	C-GTDB Airbus 320	0304 0805		G-MAMD King Air 200	0839 1727
	G-OBLC B76 Duchess	0840 1525		EI-FKD Fokker 50	0856
	G-GNTJ SAAB 340	0915		G-MAJF Jetstream 41	0921
	G-JEDC DHC-8	0929		G-GNTH SAAB 340	0935
	G-BVZE Boeing 737 500	0941		G-MAJJ Jetstream 41	0945
	EI-CON Boeing 737	0948		G-JEDX DHC-8	1001
	G-UKTC Fokker 50	1004		OY-MRB Boeing 737 700	1010 1119
	OO-DJD Avro 146 RJ85	1033		G-RJXD EMB 145	1105
	G-UKTH Fokker 50	1242		G-JEDX DHC-8	1306
	G-BYNC Boeing 737 800	1330		240 King Air 200	1332 1348
	EI-CJH Boeing 737	1337		G-MAJJ Jetstream 41	1357
	C-GTDB Airbus 320	1406		G-BVZE Boeing 737 500	1433
	G-UKTC Fokker 50	1441		G-JEDE DHC-8	1443
	OO-DJR Avro 146 RJ85	1447		G-BVLU HS 748	1545 1737

CS-DNM Hawker 800XP	1604	1650	G-JEDX DHC-8	1635
G-GNTJ SAAB 340	1642		G-RJXD EMB 145	1646
G-UKTH Fokker 50	1650		G-MAJJ Jetstream 41	1706
G-MAJF Jetstream 41	1710		G-GNTH SAAB 340	1722
EI-CNT Boeing 737	1751		G-JEDE DHC-8	1800
G-BVZE Boeing 737 500	1820		OO-MJE BAe 146 200	1908
EI-FKC Fokker 50	1913		G-BMKK PA-28R Arrow	2019 1004(24)
G-BYNC Boeing 737 800	2142		OO-DWG Avro 146 RJ100	2228
EI-CSL BAe 146 200	2300	2344		
24 Wednesday				
C-GTDB Airbus 320	0112	0806	G-UKTB Fokker 50	0746
I-CLAD Citation I	0826	1756	G-OBLC B76 Duchess	0826 1340
EI-FKD Fokker 50	0844		G-MAJF Jetstream 41	0917
N60VB Aerostar 600	0917	1436(25)	G-GNTJ SAAB 340	0929
G-JEDE DHC-8	0932		G-BVZE Boeing 737 500	0935
G-MAJT Jetstream 41	0939		EI-CJI Boeing 737	0947
G-GNTH SAAB 340	0957		G-UKTC Fokker 50	1000
G-JEDX DHC-8	1010		VP-BOR Gulfstream 3	1017 1556
G-IANH TB-10 Tobago	1029	1713	OO-DJQ Avro 146 RJ85	1033
G-EMH Twin Squirrel	1041	1151	G-EIBM Robinson R-22B	1055 1154
NS27EW Citation I	1127	1545	G-BAVZ PA-23 Aztec	1145 1445
G-RJXD EMB 145	1155		G-BAML JetRanger	1528(26)
G-LVIP Cessna 421C	1245	1525	G-UKTB Fokker 50	1246
F-GSLZ Falcon 100	1248	1604	G-JEDX DHC-8	1259
EI-CNT Boeing 737	1351		G-MAJJ Jetstream 41	1401
G-BVZE Boeing 737 500	1408		G-GNTJ SAAB 340	1411
G-UKTD Fokker 50	1438		G-JEDC DHC-8	1450
G-EMH Twin Squirrel	1504	1523	OY-BJP SA227 Metro 4B	1528 1704
G-BOLK PA-34 Seneca	1534	1614	OO-DJV Avro 146 RJ85	1611
G-JEDX DHC-8	1631		G-BYNC Boeing 737 800	1648
G-UKTB Fokker 50	1649		G-GNTH SAAB 340	1658
G-MAJJ Jetstream 41	1701		G-RJXD EMB 145	1711
G-GNTJ SAAB 340	1722		C-GTDB Airbus 320	1726
VP-CCP Citation Bravo	1729		G-JEDC DHC-8	1757
EI-CJD Boeing 737	1800		G-BVZE Boeing 737 500	1827
G-AWIT PA-28 Cherokee	1834	0716(28)	G-AZLY Cessna F150L	1852 1934
EI-FKE Fokker 50	1918		G-BMKK PA-28R Arrow	1928 1250(25)
G-JEDX DHC-8	1955		OO-DJG BAe 146 200	2041
G-ILTS Cherokee Six	2211	0816(25)	OO-DWC Avro 146 RJ100	2246
25 Thursday				
C-GTDB Airbus 320	0415	1019	G-BYNC Boeing 737 800	0528 0706
G-UKTH Fokker 50	0740		EI-FKE Fokker 50	0847
CS-DCE Citation II	0854	1554	G-BVMA King Air 200	0859 1649
G-MAJF Jetstream 41	0915		G-JEDC DHC-8	0928
G-BVZE Boeing 737 500	0932		G-GNTH SAAB 340	0934
ZE700 BAe 146 CC.3	0937	1022	G-GNTJ SAAB 340	0939
N220SC PA-31T Cheyenne	0941	0823(27)	G-MAJJ Jetstream 41	0945
G-JEDX DHC-8	0955		EI-CJH Boeing 737	0958
G-UKTB Fokker 50	1003		G-VIII Cessna F150L	1015 1107
OO-DJP Avro 146 RJ85	1030	1149	N146GA Cessna 425	1137 1556
ZA775 Gazelle AH.1	1203	1735	G-UKTH Fokker 50	1228
XZ335 Gazelle AH.1	1232	1256	G-RJXD EMB 145	1302
G-BYNC Boeing 737 800	1308		G-JEDX DHC-8	1310
G-OBWY Boeing 737 300	1321	1516	G-OOOX Boeing 757	1326
G-BNVL Cessna 152	1338	1606	EI-CDB Boeing 737	1348
G-ODEZ Airbus 320	1358	1522	G-MAJJ Jetstream 41	1405
G-BVZE Boeing 737 500	1408		G-GNTH SAAB 340	1428
G-JEDE DHC-8	1443		G-UKTB Fokker 50	1445
OO-DJS Avro 146 RJ85	1542		ZGB47 Islander AL.1	1630 1731

G-JEDX DHC-8	1634	XZ335 Gazelle AH.1	1639 1713
G-GNTJ SAAB 340	1646	G-MAJF Jetstream 41	1709
G-MAJJ Jetstream 41	1713	G-RJXD EMB 145	1719
EI-CJH Boeing 737	1743	C-GTDB Airbus 320	1922
EI-FKE Fokker 50	1924	OO-MJE BAe 146 200	1943
OO-DWK Avro 146 RJ100	2243		
26 Friday			
C-GTDB Airbus 320	0154 0651	LZ-MIS Tupolev TU154	0729 0846
G-UKTH Fokker 50	0744	EI-FKE Fokker 50	0840
G-GNTG SAAB 340	0914	G-MAJT Jetstream 41	0916
G-GNTJ SAAB 340	0930	G-JEDE DHC-8	0934
G-BVZE Boeing 737 500	0937	G-MAJF Jetstream 41	0939
EI-CJH Boeing 737	0958	G-JEDX DHC-8	1000
G-UKTB Fokker 50	1013	EC-GUG Boeing 737 400	1031 1216
OO-DJZ Avro 146 RJ85	1039	G-BRKH PA-28 Dakota	1045 1444
G-HTRL PA-34 Seneca	1112 1327	G-RJXD EMB 145	1122
EC-HKR Boeing 737 800	1126 1313	G-UKTH Fokker 50	1235
G-JEDX DHC-8	1305	G-FCLD Boeing 757	1329
EI-CNX Boeing 737	1350	G-MAJF Jetstream 41	1356
G-GNTJ SAAB 340	1405	G-BVZE Boeing 737 500	1408
G-BYNC Boeing 737 800	1426	G-UKTB Fokker 50	1434
G-JEDC DHC-8	1453	G-CEAE Boeing 737	1458 1627
OO-DJW Avro 146 RJ85	1508	G-HMMV CitationJet	1619 1644
TF-ATC Boeing 747 200	1738 1858	EI-CNX Boeing 737	1831
F-BVPR Falcon 10	1841 2012	OO-DWG Avro 146 RJ100	1927
EI-FKF Fokker 50	1932	C-GTDB Airbus 320	2105 2252
EC-GLT Airbus 320	2154 2328	G-BXWE Fokker 100	2208
EC-GNU Boeing 737 300	2233 2339	EC-HHG Boeing 737 800	2314 0020(27)
OO-DJQ Avro 146 RJ85	2334		
27 Saturday			
C-GTDB Airbus 320	0430 0735	G-BYNC Boeing 737 800	0542 0713
G-UKTH Fokker 50	0743	G-ODUB Bandeirante	0820
EI-FKF Fokker 50	0838	G-BXWE Fokker 100	0930
G-MAJA Jetstream 41	0934	EI-CJI Boeing 737	0956
OO-DJE BAe 146 200	1006	G-BXZB Nanchang CJ6A	1009 1319
CS-DNJ Hawker 800XP	1047 1235	G-JEDX DHC-8	1112
G-JEDY DHC-8	1118	G-RJXD EMB 145	1137
G-BYNC Boeing 737 800	1219	G-BVTF Fokker 70	1400
C-GTDB Airbus 320	1431	G-UKTB Fokker 50	1434
EI-CNT Boeing 737	1452	G-MSKB Boeing 737 500	1455 1611
G-JEDE DHC-8	1535	G-JEDX DHC-8	1547
G-BVJD Fokker 100	1603	EC-HGQ Boeing 737 800	1608 1757
G-TIQL Airbus 320	1730 1832	EI-FKE Fokker 50	1916
G-MHS PA-31 Navajo	2012	C-GTDB Airbus 320	2158 2311
EC-GHM Boeing 767	2303 0020(28)		
28 Sunday			
G-BYNB Boeing 737 800	0053 0521	EC-HLA Airbus 310	0424 0545
EI-FKD Fokker 50	0842	G-HAMA King Air 200	0857 1000
G-BXWE Fokker 100	0914	G-UKTB Fokker 50	0939
G-JEDY DHC-8	0956	G-BVTF Fokker 70	1006
G-UKTD Fokker 50	1219	G-BYNB Boeing 737 800	1231
G-JEDX DHC-8	1257	EI-CJH Boeing 737	1503
OO-DJV Avro 146 RJ85	1523	G-RJXD EMB 145	1533
G-OEJA Citation I	1537 1619	C-GTDB Airbus 320	1616
G-UKTA Fokker 50	1644	N146GA Cessna 425	1722 1816
G-MAJF Jetstream 41	1735	G-JEDC DHC-8	1845
G-UKTD Fokker 50	1910	EI-CNX Boeing 737	1913
OO-DJW Avro 146 RJ85	1923	EI-FKC Fokker 50	1935
G-BYNB Boeing 737 800	2326		









29 Monday

C-GTDB Airbus 320	0635 0916	EI-FKE Fokker 50	0844
G-UKTB Fokker 50	0853	G-BVKC Boeing 737 500	0912
EI-CNX Boeing 737	0948	G-HAMA King Air 200	0954 1849(30)
G-UKTA Fokker 50	0958	OO-DJL Avro 146 RJ85	1031
G-RJXD EMB 145	1142	D-ICDB Cessna 414	1249 1356
G-JEDX DHC-8	1305	G-BVKC Boeing 737 500	1340
EI-CJH Boeing 737	1343	G-MAJK Jetstream 41	1401
G-UKTA Fokker 50	1439	G-JEDE DHC-8	1445
OO-DJK Avro 146 RJ85	1449	G-GNTJ SAAB 340	1500
G-RJXD EMB 145	1643	G-MAJK Jetstream 41	1657
G-BTNB Boeing 737 800	1708	G-JEDE DHC-8	1800
EI-CJF Boeing 737	1815	G-BVKC Boeing 737 500	1834
G-UKTB Fokker 50	1852	EI-FKF Fokker 50	1922
OO-DJF BAe 146 200	1927	C-GTDB Airbus 320	1941

30 Tuesday

C-GTDB Airbus 320	0312 0805	G-UKTB Fokker 50	0735
G-OBLC B76 Duchess	0823 1255	EI-FKF Fokker 50	0847
G-BVKC Boeing 737 500	0911	G-GNTJ SAAB 340	0915
EI-CNX Boeing 737	0945	OO-DJL Avro 146 RJ85	1018
OY-MRB Boeing 737 700	1022 1153	NZZOSC PA-31T Cheyenne	1039 1625
G-BNTS Turbo Arrow IV	1217	G-CITY PA-31 Navajo	1238 1621
G-WIRE Twin Squirrel	1245 1407	C-GTDB Airbus 320	1419
OO-DJY Avro 146 RJ85	1456	G-BQJK PA-34 Seneca	1722 1835
G-ZAPK BAe 146 200	1743 1854	EI-CNX Boeing 737	1749
G-RIBV Citation Ultra	1756 1909	OO-MJE BAe 146 200	1904
EI-FKC Fokker 50	1916	G-ZAPK BAe 146 200	2053
OO-DWC Avro 146 RJ100	2245		

31 Wednesday

G-BAVZ PA-23 Aztec	0800 1213	G-JEBE BAe 146 300	0818 0856
EI-FKC Fokker 50	0844	N4200S Gulfstream IV	0903 1129
G-BVKC Boeing 737 500	0914	G-GLTT PA-31 Navajo	0919 1326
G-GNTH SAAB 340	0922	G-GNTJ SAAB 340	0937
G-MAJA Jetstream 41	0949	B-10 Islander	0953 1652
G-JEDX DHC-8	0958	G-AWIT PA-28 Cherokee	1000 1056
EI-CJD Boeing 737	1000	G-UKTF Fokker 50	1002
G-BAZS Cessna F150L	1034 1111	G-JEBE BAe 146 300	1041
OO-DJS Avro 146 RJ85	1042	G-MAJE Jetstream 41	1046
G-RJXD EMB 145	1152	G-UKTH Fokker 50	1246
G-BXZB Nanchang CJ6A	1254 1309	G-JEDX DHC-8	1256
EI-CNY Boeing 737	1349	G-MOVE PA-60 Aerostar	1437 1503
G-JEDE DHC-8	1449	OO-DJY Avro 146 RJ85	1525
C-GTDB Airbus 320	1653	G-BKVT PA-23 Aztec	1658
G-LFSI PA-28 Cherokee	1736 1759	EI-CJI Boeing 737	1748
EI-FKF Fokker 50	1922	OO-DJF BAe 146 200	1934
G-CEGR King Air 200	2127	OO-DWG Avro 146 RJ100	2238

From & To

01) HB-ITX/Limos-Hum: 02) OY-BZT/Stauning-Christiansund;HB-ITX/Hum-n/s-Geneva;N863CE/F & T Farmboro: 03) OY-BZT/Edinburgh-Christiansund;VP-CBM/F & T Norwich;N12NM/F & T Gamston;N3036A/Wycombe Air Park-Birmingham: 04) OY-PBG/Stauning-Graz;OY-NPA/Aalborg-Vienna;HB-GPF/F n/s T Geneva;VP-CSC/Humberside n/s Humberside;N2425/Barcelona-Toledo(Ohio): 05) RA42361/Dhrid-Pristina;N800J/Gatwick-Northolt;N3755A/Gamston-Birmingham & return;N345TG/T & T Guernsey;N3036A/Birmingham-Wycombe Air Park: 06) D-CAVE/Minorca-Buchel;HB-ITX/Rotterdam-Reggio Calabria: 07) HB-ITX/Reggio Calabria-Geneva: 08) EC-GPS/Barcelona-Nurnburg;EI-GHP/Stanstead-Nantes: 10) EI-GHP/F & T Farmboro;OY-NPC/Kastrup-

Skovde;HB-IIN/F n/s T Geneva: 11) HB-IIN/F & T Geneva;N997JB/F & T Little Staughton;HA-ACD/F & T Hibaldstowe;N400MW/F n/s T Monchengladbach: 12) N4545/Hurn n/s Jersey;PH-XPI/F n/s T Rotterdam: 13) VP-CSC/Gatwick n/s Humber side; NB66LP/F & T Guernsey: 14) N799AM/Locarno n/s Prestwick: 15) N220SC/Albi n/s Biggin: 16) NB63CE/Farnboro-Glasgow: 18) Z3-ARF/Skopje-Pristina;EI-RRR/Milan-n/s Cardiff;N600PV/Hexam-Newcastle City Heliport;OO-WVK/Blackpool n/s Wevelgem; PH-AJS/F & T Weert: 19) N146GA/F & T Edinburgh;CS-DNG/Rotterdam-Stuttgart; CS-DNJ/Farnboro n/s Cork: 20) N146GA/F & T Edinburgh: 21) VP-CCP/F n/s T Blackpool: 22) OY-BJP/Stauning-Skovde;N61422/F & T Elstree;OY-IMR/Elstree n/s Eelde: 24) N527EW/F & T Jersey;OY-BJP/Stauning-Skovde;F-GSLZ/F & T Teesside; I-CLAD/F & T Ancona;N60VB/F n/s T Henstridge;VP-BOR/Cambridge-Nice: 25) CS-DCE/F & T Le Bourget;N146GA/F & T Anney;N220SC/Biggin n/s Coventry: 26) TF-ATC/Lourdes-Gatwick;LZ-MIS/Skopje-Pristina;F-BVPR/Palma-Nimes: 27) CS-DNJ/Amsterdam-Nice: 28) N146GA/Anney-Edinburgh: 29) D-ICOB/Mannheim-Sumburgh: 30) VP-CBM/F & T Norwich;N220SC/Guernsey n/s Biggin;N4200G/Farnboro-Edinburgh:

Overshoots

02) XX494/CWL75;XX495/79: 04) XZ192/Army527;XX496/CWL79: 10) XX496/CWL69; ZF418/LDP19Y: 11) G-BWXJ/CWL83;XX495/CWL69: 13) XZ585/SRG128: 16) XZ194/Army587; XX496/CWL78: 17) ZF144/LDP28;ZF170/LDP34: 24) G-BNOM: 26) XX496/CWL64: 31) XX495/CWL69;XX497/CWL78;ZF449/LDP18:

LBA Movements review, May 2000

First foreigner of the month was the Private Air Gulfstream IV HB-ITX which came from Limos on the 1st and night stopped with Multiflight before departing south to Bournemouth the following day. After that it became a regular during the rest of the month, on the 2nd it returned from Bournemouth and night stopped before it returned to its base at Geneva. It was back on the 6th from Rotterdam for another night stop before going to Reggio Calabria from where it returned on the 7th and went back to Geneva. On the 2nd NB63CE was a Hawker 800XP of the Coca Cola Corp and it was from and to Farnboro. Three Citations on the 3rd were OY-BZT a series 2 from Edinburgh to Kristiansund, VP-CBM another series 2 (of Bernard Mathews) on a flight from and to its base at Norwich and the Citation I N12NM which came for checks at Multiflight and stayed until the 19th. Joining them all on the 3rd was the Stapleford based Seneca N3036A which was from Wycombe Air Park to Birmingham before doing the return trip on the 5th.

A number of freight charters were operated during the month starting on the 4th with Cessna F406 OY-PBG from Stauning to Graz as "BDI981" and Metro OY-NPA from Aalborg to Vienna as "Northflying 154", also to be seen on the 4th were Citation Ultra VP-CSC as "STC 01" from and to Humber side, King Air 350 HB-GPF from and to Geneva and Falcon 900EX N2425 from Barcelona to Toledo, Ohio. On the 5th Tupolev TU-154 RA-42361 arrived from Ohrid as "Macedonian 018" and took a load of Kosovo refugees back to Pristina as "Kosovo 18R" and was joined by a gaggle of American registered aircraft. Johnson & Johnson operated their Gulfstream IV-SP N800J on a flight from Gatwick to Northolt, Seneca N3755A was from Gamston to Birmingham and return and Cessna 421C N345TG was from and to its Guernsey base.

Lear Jet 35A D-CAVE was calling "Ambulance 954" on the 6th when it came in from Minorca to Buchel. Another freight flight was the Metro EC-GPG on the 8th which was from Barcelona to Nurnburg as "ECN 501-2" while the Citation Bravo EI-GHP of MCP Aviation Charter was "Goldair 71A" from Stanstead for a night stop before it went to Nantes. On the 10th Metro OY-NPC was from Kastrup to Skovde as "NFA 123" and the Boeing 737 300 HB-IIN of Private Air came from Geneva and night-stopped before returning there. HB-IIN was back from and to Geneva on the 11th and P-68C Victor N997JB was from and to Little Staughton, Mooney M20J N400MW came all the way from Monchengladbach and returned there whilst the Dornier 28D HA-ACD seems

to be connected to the Parachute School at Hibbaldstowe as that is where it was from and to.

A first visit on the 12th was the new Lear Jet 45 N4545 which was "stealth02" on a night stop from Bournemouth to Jersey whilst PA-31 PH-AXI was "Rijnmond 823" from and to Rotterdam. Citation Ultra VP-CSC was back on the 13th as "STC02" from Gatwick n/s to Humberside and the same day saw PA-46 Malibu Mirage N866LP coming from and to its base at Guernsey. The Cessna 182RG N799AM on the 14th came from Locarno for a night stop before going to Prestwick. PA-31T Cheyenne N220SC was "Sark 01" when it arrived from Albi on the 15th and it stayed till the 18th when it went to Biggin. Hawker 800XP N863CE was back on the 16th from Farnboro and off to Glasgow. More refugees returning to Kosovo on the 18th when Boeing 737-3 Z3-ARF was from Skopje to Pristina as "Macedonian 19-Kosovo 19R", the same day we had MD-600N N600PV from Hexam to Newcastle City Heliport and Seneca 00-VWK from Blackpool to Wevelgem plus the Socata TBM 700 PH-AJS from and to Weert.

Cessna 425 N146GA was from and to Edinburgh on the 19th but more interesting was the Citation VII CS-DNG from Rotterdam to Stuttgart and its stablemate CS-DNJ a Hawker 800XP from Farnboro n/s to Cork. Citation Bravo VP-CCP used to be Nigel Mansells and on the 21st it was from and to Blackpool. Another freight flight on the 22nd was the Metro OY-BJP from Stauning to Skovde as "BDI 770" and the same day saw Navajo N61422 from and to Elstree and TB9 Tampico OY-IMR night stopping on a flight from Elstree to Eelde. Operating for Aviation Beauport on the 24th as "AVB 1EW" on a flight from and to Jersey was the Citation I N527EW whilst the Falcon 100 F-GSLZ was from and to Teesside, Aerostar N60VB was from and to its UK base of Henstridge, Metro OY-BJP was "BDI 694" from Stauning to Skovde, Citation I I-CLAD came from and to Ancona as "EEV101-2" and Gulfstream III VP-BOR visited from Cambridge to Nice.

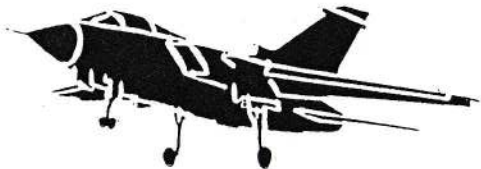
Citation II CS-DCE of Air Luxor came from and to Le Bourget as "LXR 514" on the 25th and was joined by Cheyenne N220SC and Cessna 425 N146GA. This month Biggie arrived on the 26th in the shape of the Air Atlanta Boeing 747 200 TF-ATC, it was bringing back pilgrims from Lourdes as "ABD5403" and positioned out to Gatwick. Also on the 26th we had another Kosovo flight, this time TU-154 LZ-MIS positioned in as "AXX157" from Skopje and departed to Pristina as "Kosovo 157", there was an ambulance flight the same day when Falcon 10 F-BVPR was from Palma to Nimes. The Hawker 800XP CS-DNJ was back on the 27th from Amsterdam to Nice and the Cessna 425 N146GA visited again on the 28th from annecy to Edinburgh. Cessna 414 D-ICDB was on a long flight from Mannheim to Sumburgh on the 29th. On the 30th we had Citation VP-CBM from and to Norwich again and Cheyenne N220SC as "Sark 1" again, then on the 31st to end the month we had Gulfstream IV N420GS from Farnboro to Edinburgh.

Military notes were as follows, on the 6th Hercules XV211 was from Benbecula to Lyneham as "Ascot 644" and on the 7th Puma XW224 was "Vortex 1" from Coventry to Belfast. The rescue helicopter Sikorsky S-61 XZ585 was from Airedale Hospital to Leconfield as "SRG 128" on the 8th. Gazelles were XX383/"Army4548" Catterick to Netheravon on the 11th, XZ335/"Army 368" Shawbury-York and return on the 25th and ZA775/"Army465" Carlisle-Longtown also on the 25th. Royalty was also present on the 25th when BAe 146 ZE700 was from Northolt to the Isle of Man as "Ascot722". A couple of foreign military to report this month, on the 23rd the King Air 200 serial 240 of the Irish Air Corps was from Edinburgh to Birmingham and then on the 31st Islander B-10 of the Belgian Army was "OTALJ" from and to Brasschaat.

Britannia are now using Boeing 737 800's G-BYNB and G-BYNC on their IT flights, Air Europa are also using 737 800's and on their late Friday flights the Boeing 767.

Military News

Eric Martin.



PROCUREMENT NEWS

After a long delay, especially with regard to the heavy-lift requirement, the Ministry of Defence has announced details of two procurement decisions. For the heavy-lift requirement, as a short- to medium-term solution, four C-17 Globemaster aircraft are to be leased from Boeing. The long-term solution is to be met by an order for twenty-five A400M (formerly the Future Large Aircraft) from Airbus. The C-17 will operate from the middle of next year, the A400M from later in the decade. The C-17 and A400M are not exactly comparable; the C-17 has a payload of 76.4 tonnes, the A400M of 32 tonnes.

The other element of the announcement referred to the need for an advanced air-to-air missile to equip the Eurofighter Typhoon. The Meteor missile, manufactured by Matra BAE Dynamics (formerly British Aerospace), has been given the preference over the Raytheon Systems missile. The latter is merely a medium-range missile, whereas the Meteor has a medium/long range capability, with a total range in excess of 100km at a speed in excess of Mach 4! The Raytheon missile will, however, equip the Eurofighter until the Meteor comes into service in the latter half of the decade.

Credit: RAF News

LYNEHAM CELEBRATES 60 YEARS

RAF Lyneham in Wiltshire celebrated its 60th anniversary in May. Now regarded as the home of the Hercules, the Station has operated over fifteen types of aircraft since its opening in 1940. Most of these have been transport aircraft, including the Comet, Hastings and York. In the mid-1940s, gliders were operated, principally the Hamilcar heavy-lift glider. The Hercules has been operated for more than half of the life of the Station.

Credit: RAF News

SIR RICHARD HANDS OVER TO SIR PETER!

After three years in the role, Air Chief Marshal Sir Richard Johns has handed over the post of Chief of Air Staff (CAS; in effect, the 'Head of the RAF) to Air Chief Marshal Sir Peter Squire. The retiring CAS performed his last task with a flight in a Harrier T10 from RAF Cottesmore; he has been closely involved with the Harrier for much of his 43 1/2 years service.

Credit: RAF News

LYNX GROUNDED

The Ministry of Defence has issued a grounding order for forty-four of the Royal Navy's Lynx fleet, after details of the crash of a Lynx last year. The affected aircraft will need to receive new rotor heads and the programme is expected to take up to two years.

Credit: Military Aviation Review

FIRST 'NEW' HAWK DELIVERED

The first Hawk with the new replacement fuselage fitted, XX348, was delivered to RAF Valley from St Athan five months ahead of schedule. The programme involves replacing the fuselages of eighty Hawks and will extend the operational life of the Hawk for a further ten years.

Credit: Aircraft Illustrated

RAF 2000

One of the final tasks of the retiring CAS (see item 3, above) was to present the Annual Royal Air Force Board Presentation to members of both Houses of Parliament, at Church House, Westminster. He reminded his audience of how many RAF detachments were currently spread around the world and said that the service was involved in more overseas operations now, than at any time since the end of World War II. He drew particular attention to the vital roles of the Nimrod R1 (electronic intelligence and warfare), Sentry E-3D (AWACS) and the tanker fleet.

Credit: The Air League Newsletter

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Military Matters

Eric Martin.



RAF INITIAL OFFICER TRAINING

RAF Initial Officer Training is conducted by the Department of Initial Officer Training at the RAF College, Cranwell. The aim of the course is to "provide general service, attitude and character training that will allow individuals, after specialist training, to fill junior officer posts successfully and lay down the basis for further development of officer, leadership and management qualities."

The main course is of twenty-four weeks duration and is divided into five phases. In addition to the main course, there are courses for specialist qualified officer entrants – these include doctors, dentists and chaplains.

The first phase of the main course, the Basic Phase, is of four weeks duration. This is conducted primarily by RAF Regiment personnel and consists of drill, weapon handling and physical education. The aim is instruction in the basics of military life.

The second phase, the Foundation Phase, lasting seven weeks, consists of theoretical and practical leadership. Additionally, the cadets continue their academic studies, physical education and commence a comprehensive oral communication course. They also have a day of air experience, including a flight in a training aircraft. Many of the students will have already completed a course of primary flying training at a University Air Squadron or by means of a flying scholarship at a civilian flying club.

Leadership training begins with lectures and classroom-based exercises, where the principles of leadership are taught. The training then progresses to practical exercises involving land navigation and map-reading.

The third phase, Intermediate Leadership Training (mainly conducted at a local military training area) consists of exercises of longer duration and increasing complexity, progressing to a Field Leadership Camp at a more distant training area – culminating in a forty-eight hour Exercise Ultimate Challenge, the most physically demanding activity that the majority of the cadets will have faced.

The fourth phase, the 'Carousel' Phase, consists of three one-week placements: a week of outdoor activities in the Scottish Highlands, a week's visit to a RAF Station and a week of welfare training and office simulation.

The fifth and final phase of two weeks opens with a week of refresher training. This is followed by Exercise Peace Keeper, an exercise similar to those conducted by the Services in preparation for war or peace-keeping roles.

In the final week or so before Graduation Day, the cadets spend much of their time rehearsing for the Graduation Parade, although there is time for sport and social activity. In the evening there is the Graduation Ball where, at midnight, the names of the cadets are read out from the London Gazette, confirming their status as officers of the Royal Air Force.

Credit: Air Cadet

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

April again proved a record month, with 112,115 passengers using Leeds/Bradford. This figure represented an increase of 4.06% on the same month last year.

Scheduled services, at 76,553, (up 1.69%) contributed the largest proportion of the overall throughput, with 42,665 passengers flying on International routes and 33,888 on domestic services. Inclusive tour flights totalled 35,562 (9.54% up on April 1999).

British Midlands Heathrow service carried 17,188 passengers up 6.19% on the previous April. However the cessation on the dinner time rotation will have an adverse affect on the May figures.

Ryanair had it's best month so far this year, with 12,523 flying on the Dublin route (Up 10.68% on 1999), whilst Aer Lingus carried 5,036 on it's rival Dublin service (up 4.85%).

Sabena had it's best ever April at LBA, with 8,620 passengers (up 9.04%) on it's Brussels service and British Midland 4,805 on it's Paris service.

The above information was taken from the LBA Web-site, and once again comment on the KLMuk is conspicuous by it's absence.

The LBA website featured the following press release during early June.

The best ever statistics for the month of May saw a total of 142,887 passengers using Leeds/Bradford International Airport, an increase of 7.7% on the same month last year.

Practically every service using the airport enjoyed an increase in passengers during the month, with the British Midland Edinburgh route up by 104.74% and Sabenas Brussels service (up 24.23%) leading the field.

Passengers in May on domestic services were up by 11.31%. Inclusive tour passenger totals increased by 7.87% and the combined total of passengers on domestic and international scheduled services increased by 7.57%, with the latter routes carrying 4.55% more people than the previous May.

British Midlands Heathrow shuttle (sic) saw a May increase to 16,561 travellers. (4 times a day hardly warrants the description "shuttle in my opinion !!!). KLMuk's Amsterdam route total went up to 12,001. Aer Lingus had an increase to 5,063 on it's Dublin service whilst Ryanair carried 12,815 on the same route.

Other services experiencing increases include Jersey (British Midland) up 1.98%, Belfast City (British European) up 8.03% to 6,618, Glasgow (British Midland) up 11.4%, Aberdeen (British Regional) up 4.13%, Southampton (British Regional) up 10.75% and the Isle of Man (Manx) up 13.61%. British Midlands Paris route attracted 5,062 passengers in the month.

British European have had a busy few weeks at LBA. May 8th saw the introduction of their new London City service, which has been operated almost exclusively by Dash 8 Srs 200 G-JEDX. Early reports suggest encouraging passenger figures on this new service. Then June 12th heralded the replacement of Dash 8 equipment with Canadair Regional Jet's on the companies Belfast City service. G-JECB arriving just before 0800 on the Monday, the aircraft now been Belfast bases as oppose to Leeds.

JMC look out for the following new Boeing operating through LBA, which should all have been delivered by the time this magazine has been received.

G-JMCD	New Aircraft	G-JMCE	New Aircraft
G-JMCF	Ex C-FOOE (Canada 3000)	G-JMCG	Ex D-AMUQ (LTU)

The following just for the day flights have been announced, all to be operated by Airtrous

December 9 th	Rome	December 16 th	Prauge
December 17 th	Barcelona	January 21 st 01	Leipzig

AIRPORT NEWS

East Midlands has opened it's new "widened" runway. The 2,900 meter runway, has now been widened to 60 meters. The airport has considerable night time express parcel and mail flights during the night, but is now attempting to encourage day time freight flights has offered a 50% reduction on landing fees for freight flights arriving between 0600 and 2100 hours.

Luton has opened a new refurbished spectators centre. The centre is located next to the external viewing area and is open from 10-00 AM to 5-00 PM for the sale of hot and cold drinks and snacks.

As a bonus anybody who presents a purchase receipt from the spectators centre will get a 50% discount on short term parking.

Manchester is to benefit from two new B.A services. On October 30th the airline will commence a twice weekly Moscow service with an A.319. The other service is a six times weekly Gothenburg with EMB-145.

The airport has announced a £60 million development of a transport interchange, including a 13 mile extension of the metrolink tramway to the airport.

Plymouth airport has new owners in the form of locally based Sutton Holdings. The operating lease was sold by Brymon, and the transfer agreed by Plymouth City Council.

A proposed development includes a road diversion to allow the full length of Runway 13 / 31 to be used, hopefully encouraging new operators.

Sutton Management have also assumed responsibility for management for civil operations at Newquay, St. Mawgan.

AIRLINE NEWS

Atlantic Airlines, part of the Air Atlantique group has acquired a Convair 440. The Coventry based carrier has also increased it's Electra fleet to 9 on acquisition of two examples from Fred Olsen. Following upgrades it is intended to keep the type in service for a further 10 years. The airline is now considering a DC-8 purchase in order to develop transatlantic operations.

British Airways has revealed it is in talks with K.L.M. regarding the possibilities of a merger. This would create Europe's largest airline and the worlds fifth biggest in terms of numbers of passengers carried.

The announcement comes only six weeks after the arrival of B.A.'s new chief executive Rod Eddington, who is keen to make his mark by reversing last years disastrous financial results, which saw a £300 million loss in Europe alone.

Any BA/KLM merger or take-over would face a number of obstacles including regulatory approval. The question of international route rights will also be problematic.

Pundits are quick to point out the advantage of such a merger, which would probably include the merger of the airlines low cost carriers Go and Buzz. K.L.M. has an excellent cargo operation which will be useful for B.A.

Meanwhile B.A. has announced it is not to proceed with taking a stake in Greek national airline Olympic.

Easyjet have asked for CAA to regulate landing fees at Luton, after talks between the airline and the airport have broken down. The airline claims Luton is asking for an increase from £1.68 per passenger to £7. The airline struck a deal with the airport 5 years ago, but this agreement is being terminated by Luton from November.

Easyjet have threatened to base the extra 32 aircraft it will add to its fleet at Liverpool, Amsterdam and Geneva if the dispute continues.

Emirates is considering further expansion in the U.K. due to strong growth. The carrier already serves Dubai from Gatwick, Heathrow and Manchester. It is understood second flights from Gatwick or Manchester, or a new service from Birmingham or Stansted are being considered.

United Airlines owner UAL Corporation has struck a deal worth US \$ 11.6 billion to acquire US Airways the world's 10th largest airline. United is rated the world's number 1 carrier already, and if the deal passes U.S. anti-trust questions and receives U.S. government approval the new airline would result in a carrier twice the size of American Airlines, the world's number 2.

The acquisition would create a carrier with a \$25 billion provided by the operation of over 1,000 aircraft serving 300 destinations.

AIRLINER NEWS

An order from American Airlines for 20 off Boeing 757-200's has pushed the 757 programme beyond to 1,000 mark to 1,009 orders. The Boeing 757's versatility means it flies long haul transatlantic routes, is used on short haul quick turn round shuttle type flights, carries packages in freighter version, transports Europeans to Mediterranean holidays and flies U.S. government leaders in the U.S. military C32A version.

Airbus have confirmed that an additional four carriers have shown interest in full production of the Airbus A.3xx. The carriers, who do not wish to be named, are in addition to Emirates and Singapore Airlines.

Among these could be Virgin, after the launch of a new Gatwick to Las Vegas service, Richard Branson hinted at plans to purchase 10 A.3xx' from 2005.

OTHER NEWS

The Royal Air Force will receive four C-17 Globemasters from Boeing, to be supported and manned by R.A.F. personnel from Brize Norton. The aircraft will be on lease to bridge the gap until requirements are met by the European Future Transport Aircraft.

The recent spate of rioting during Euro 2000, brought some un-expected movements for Manchester. Two Belgium Air Force Hercules were used to transport disgraced English fans back home.

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Introduction

The General Aviation Airmisses bulletin is published every 4 months, aiming for March, July and November; it is distributed free to those who receive complimentary copies of the GASIL and to a small number of others on official lists. Anyone who wishes for their own copy may arrange a private subscription at a cost of £5 per year for the three issues, using the application form on the back page of this bulletin.

The incidents featured are those which appear likely to be of greatest value to General Aviation operators. It is hoped that, by highlighting appropriate airmiss reports and summarising the Joint Airmiss Working Group's discussion of incidents, pilots will gain a better understanding of some of the more common causes of airmisses associated with GA operations and of the possible measures they could take to reduce the risk of collision in the future. Although some airmiss reports

are assessed as involving no risk of collision, they nevertheless often graphically illustrate how, under slightly different circumstances, a more serious incident could have occurred. Appropriate incidents of this kind from which useful lessons can be learned will therefore be included in the bulletin in addition to ones in which a definite collision risk existed.

The success of the airmiss investigation system in this country depends to a large extent on the protection of the confidentiality of all those involved in incidents. Airmisses are therefore summarised in such a way as to preserve the anonymity of individuals. It is hoped that any pilot who recognises his 'own' airmiss in a bulletin, whether as the reporting or reported pilot, will accept that publication of the incident is solely in the interests of flight safety – in particular that of the GA operator.

The Joint Airmiss Working Group

The Joint Airmiss Working Group (JAWG), consisting of representatives of civil and military aviation, reviews all reported airmisses which occur in the United Kingdom airspace and the airspace surrounding the British Isles extended to the FIR/UIR boundaries, and in the Shanwick Oceanic Control Area.

In their review of airmiss reports the members of the JAWG assess the degree of risk inherent in each occurrence, determine the cause, take note of remedial action already taken and, when appropriate, record their comments and recommendations. The degree of risk is categorised as follows:

- Category 'A' – Actual risk of collision
- Category 'B' – Possible risk of collision
- Category 'C' – Other reports with no assessed risk of collision

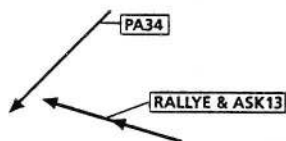
The category awarded relates only to the circumstances applicable at the time of the incident; it does not indicate potential risk nor

does it necessarily reflect the Group's view of the seriousness of the airmiss.

It is stressed that the primary purpose of the JAWG is to determine the cause of airmisses in order to point the way towards possible improvements in flight safety. The Group does not allocate blame. Where blame may appear to be implied in the Group's findings, this does not necessarily mean that individuals involved in the incident are blameworthy. Moreover, the identity of individuals and companies involved in an airmiss is never revealed in the Group's discussion of the incident.

The summary of each incident in the bulletin is based on the evidence submitted by the pilots and controllers concerned. Discrepancies may sometimes occur between reports of the same incident as the individuals involved do not always give identical accounts of the same event. The synopsis of the JAWG's discussion and its assessment of the cause of each airmiss are however verbatim extracts from the Group's report on the incident.

Rallye 180T and PA-34 at Lasham - April 1992



The 180T pilot was climbing out from Lasham with an Ask 13 glider in tow while listening out on the glider operations frequency 129.9 but not receiving an ATS. The combination was flying at 60 kt on a heading of about 290° and climbing at 500 fpm. He first sighted the low wing twin engine ac at a range of about 700 m just in front of his starboard wingtip about 5 sec before it passed in front of his nose. It was level with him at 1200 ft and, he estimated, it was travelling at about 160 kt, tracking about 160° (relative to him) as it crossed ahead at a range of 200 m. He initiated a turn to the left in avoidance and assessed the risk of collision as high. It was a mostly white twin, with a red stripe along the fuselage. He comments that had its pilot seen the combination at the same time as he had seen it there would still have been time for its pilot to initiate a right turn. This would have increased the separation between the two ac to a more acceptable distance. Tug and glider combinations are not very manoeuvrable and this is a high intensity gliding area. There was very little safe avoiding action he could have taken himself in the time and space available.

The glider pilot added that the other ac's fuselage appeared to be parallel from aft of the windscreen to aft of the wing trailing-edge with a low tailplane/stabiliser. He recalls the upper half of the fuselage as claret red while the lower half was light. However, he was looking into sun. He had tried to identify the ac type in Janes' but it was of a conformation common to several US designs. He first saw the other ac when it was at the point of crossing his projected track.

The PA34 pilot took off from Blackbushe at 1434 for a flight to Southampton and was

receiving a RIS from Farnborough on 125.25 while squawking 0436 with Mode C. He was about 1200 ft below cloud and maintaining 2000 ft on a heading of 220° at 145 kt. He saw several gliders in the Lasham area, recollecting particularly a K13 type thermalling at the cloudbase that he turned 40° right to remain clear of. He saw a tug/glider combination taking off from Lasham which must have passed beneath him while it was only a few hundred feet agl. However, he did not see a combination anywhere near his ac and, being a former glider and tug pilot, he is particularly aware of their problems. In view of the disparity in the description provided by the reporting pilots, along with his flight log for the flight he enclosed a recent photograph of his PA34. This shows it as all white with red (upper) and black (lower) cheat lines, the red becomes fairly wide and takes up about half the width of the tail fin.

Farnborough ATC reports being notified of this airmiss by the tug and glider pilots, at 1600 on the same day. They had contacted Farnborough ATC purely as a convenient local ATSU through which to file the report. A check of the FPS revealed a light twin whose route from Blackbushe to Southampton had taken it that way; it was level at 2000 ft and receiving a RIS. The RT transcript shows that after a delay in identifying this ac several other ac called and the trainee controller became involved trying to ascertain the intentions of another ac in potential confliction with Farnborough instrument traffic. At this stage the twin called for permission to change to the Southampton frequency. It had by this time just passed abeam Lasham, as there was no observed traffic ahead of him and as he

was now clear of Lasham this was approved. At no time did the pilot of this ac report seeing any other ac. Newly installed communications equipment had been presenting some problems in operation especially on the LARS frequency 125.25 but it was not considered to be an unsafe situation. No undue stress or distraction was observed in the operations room other than the fact that the temporary shortcomings of the equipment required an above average level of concentration which was being given correctly.

Photographs from replay of NATS radars (not displayed in Farnborough ATC) clearly show the 0436 of the PA34 initially 6.25 NM W of Farnborough and established on a SW heading from Blackbushe. As it approaches the vicinity of Lasham, where there are a cluster of primary returns, it is seen to make a turn to starboard as indicated by the PA34 pilot's report. It is impossible to differentiate between the primary returns but it seems as though there could be 3 ac there.

Summary of the JAWG Discussion

The BGA representative informed the Group that Lasham really did live up to the caption shown on aviation maps and was an area of intense gliding activity. He backed up this claim by pointing out that there were 5 tug ac with an average of 16,000 aerotows a year. The airfield had 120,000 movements a year and had a winch launch that operated regularly to 3000 ft. A member pointed out

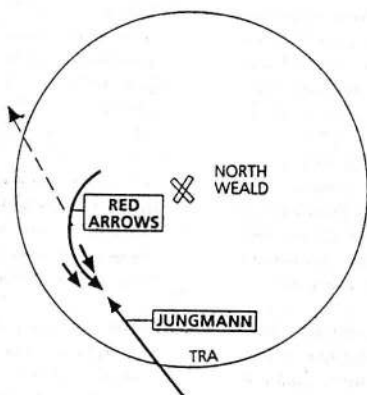
that the PA34 would have had a VOR and the pilot surely could have selected a SAM radial that would not have taken him directly overhead Lasham. The ATCI adviser was concerned that the Farnborough controller had failed to meet the full requirements of a RIS. However, he accepted that the u/t controller had had his hands full with traffic problems that had kept his attention somewhat closer to Farnborough. The Group considered that the PA34 pilot most probably did not see the reporting tug/glider combination and that this was the cause of the airmiss. It was not uncommon in airmiss reports to read of pilots seeing, and perhaps being distracted by, ac at a safe distance while entirely failing to see another which was dangerously close. This particularly applied in glider conflicts since these are often markedly difficult to see; however, a tug/glider combination should have been more obvious. In any event, it reinforced the reason for steering clear of a traffic hotspot like Lasham. Turning to the risk the Group acknowledged that a tug/glider combination was not very manoeuvrable and agreed that since it had not been seen there had been a possible risk of collision.

Assessment of Risk and Cause

Degree of Risk: B

Cause: The PA34 pilot apparently did not see the tug/glider combination.

Red Arrows (Hawks) and Jungmann near N Weald - May 1992



The Red Arrows leader was flying a left hand turn descending through 800 ft as the formation team was rejoining on him during a display at North Weald. At the apex of the turn, at 4.5 NM SW of the airfield, passing a heading of 130° at 300 kt, he saw a biplane 500 yd at his 12 o'clock, 300 ft above and on a reciprocal heading. He passed 300 ft under it; avoiding action was not possible due to the late sighting and because of the 6 other Hawks rejoining on him, most of whose pilots did not see the biplane. The risk of collision had been very high. They were receiving a limited RIS from Stansted due to their height and Stansted's workload but he was not surprised to receive no warning of the stranger amongst their 9 separate returns. The airmiss had taken place within Temporary Restricted Airspace established for the display and promulgated by class 2 NOTAM in supplement S31 to the AIP, dated 17 Apr 92. After the display the formation was transiting in loose formation back to Stansted some 10 min after the airmiss and passed what looked like the same ac; it was grey with red markings on the tail.

The Jungmann pilot was heading about 350° at 105 kt in transit at 1200 ft in his non-radio ac. He was well aware of the display at N Weald and the 5 NM TRA and from a point 4 NM S of Stapleford he had pointed out the multicoloured smoke over N Weald to his

passenger. He later saw a 10 sec burst of white smoke trails in his 10 o'clock low. He immediately realised their origin but it took some sec before he could see the Hawks themselves. He decided not to take avoiding action as he thought it might be more confusing to the Red Arrows and they continued to close in their left turn, passing about 100–150 m directly under him, at about 300 kt, with little or no risk of collision. He checked the time at 1617 and the position as 6 NM SW of N Weald. He was surprised at how hard it was to see the red Hawks against the green landscape in such excellent weather. He also questioned the wisdom of the Hawks later transiting at low level in one of the world's busiest bits of sky – the Red Arrows had passed either side of him at 1000 ft, with one at 90° of bank, about 10 min after the first encounter.

A replay of the Debden ATC radar showed the Jungmann's primary only return from the area of Biggin Hill, transiting round the London City Zone to its destination in Bedfordshire where it was identified from its landing time. The radar shows the airmiss as described by the pilots; the ac cross at 1617:03 at a position 4.1 NM/214°T from the TRA's datum (SW edge of N Weald airfield) with the RA leader descending through 400 ft Mode C. The Jungmann penetrates the TRA to a depth of 3.8 NM from the datum on a track of 327° T,

and the Red Arrows can also be seen to overtake it at 1623:40 on their way back to Stansted with the leader at 600 ft Mode C.

The Red Arrows were receiving a FIS from the Stansted radar controller although radar derived traffic information had been passed to the formation leader on the way to and from North Weald. No traffic information was passed during the display from 1602 to 1622. The controller's report made no mention of the Jungmann's primary return transiting the display area during this period but just before 1624 traffic information was passed on a contact, which the Debden replay shows was the Jungmann, just before the formation passed it again on their return to Stansted.

The Red Arrows later made it clear that they had expected a RIS throughout the flight, including the display. Team crewmembers had visited the Stansted radar control room and specifically asked the controller for a RIS to cover the transits between Stansted and N Weald, and during the display. After having 2 unwarned encounters with passing ac during the display the crewmembers revisited ATC afterwards to find that the controller had seen the Jungmann's radar return but had not issued a warning as he had apparently misunderstood that he had been asked to continue the RIS during the display.

The Red Arrows' station commented that fine judgements on the part of the team leader and a large element of luck were the key ingredients in preventing a collision. The Red Arrows must be able to trust in the integrity of an established TRA when engaged in a display; it is of very serious concern that these examples of infringement occur too often.

RAF HQ Staff commented that this serious infringement of the Red Arrows TRA could not have occurred at a worse time; the formation leader was unable to take any avoiding action as 6 ac were re-joining him. This was not the only TRA infringement over the weekend; N Weald is an obvious choke point normally available for GA traffic N of London. Its location greatly amplifies the known inadequacies of the present NOTAM system and, until this system is improved, in the opinion of OC RAF Aerobatic Team, N Weald is not a suitable site for their displays.

Summary of the JAWG Discussion

Members could only surmise why an apparently responsible pilot, who knew of and was intending to avoid the TRA, might have made this mistake. The Jungmann pilot may have been judging the distance by eye as opposed to having drawn the TRA circle on his map using the datum in the NOTAM supplement, and map reading to avoid the circle. It was clear from the radar recording, however, that he had tracked well inside the TRA as defined in the NOTAM. Since the airmiss would not have occurred if the Jungmann had been outside it, members concluded that this infringement was the cause of the airmiss.

As to the risk, the Group agreed that the encounter could not have happened at a worse moment as the Red Arrows leader needed to avoid sharp accelerations while his team members were closing on him and they in turn would have been watching him and each other in order to effect a safe rejoin; their capacity to look out for or avoid a stranger without endangering each other would have been limited. Because of this members concluded that although the ac eventually passed at a reasonable distance, there had been a possible risk of collision.

In discussing the misunderstanding of the air traffic service required, the Group's ATC advisers pointed out that the best way to ensure that the right service was given was to confirm prior arrangements on the RT at the appropriate moment; this would avoid messages being lost due to shift changes or other distractions.

Assessment of Risk and Cause

Degree of Risk: B

Cause: The Jungmann pilot penetrated the TRA and conflicted with the Red Arrows.



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