



FINAL APPROACH

AVIATION BLOG & PHOTOS



YOUR DOWNLOADABLE

In flight Magazine

Issue 1 - December 2023

Arrivals on Final Approach this month

FINAL APPROACH
AVIATION BLOG & PHOTOS



A VIP TOUR OF G-BOAC AT THE AVIATION VIEWING PARK MANCHESTER

A WELCOME FROM THE EDITORS

*A welcome message from Gareth & Matthew
the owners of final approach.*

YOUR TICKET TO FINAL APPROACH

*Ever wondered what all that complicated
information is on your boarding card? Grab a
ticket and we'll talk you through what it all
means.*

FOOD GLORIOUS FOOD

*We take a look at the stories about aircraft
meals and how they are made.*

COMPANY FOCUS

EASYJET AIRLINES

TAKING YOU TO NEW HEIGHTS

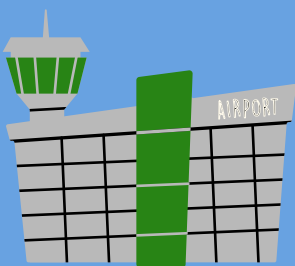
*So just how high can an aeroplane go. We find
out about cruising altitudes*

VIEWING THE SKYS

*We take a look at an SBS 1er Radar box and
how it works.*

INCOMING FLIGHTS

*What's coming up on final approach in our next
issue*



KIDS CORNER

Join us in our kids corner
this month to keep your
little ones entertained.

In this issue learn how to be
a customs officer and help
the luggage get to the right
plane.



YOUR PHOTOS

Each month we provide a
selection of photos sent in
by our supporters

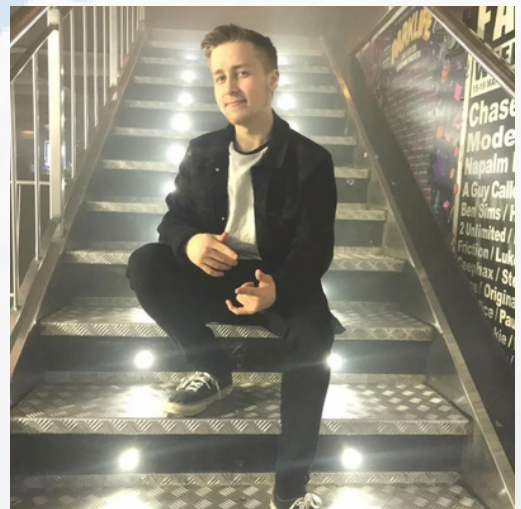


FINAL APPROACH

AVIATION BLOG & PHOTOS



Gareth



Matt

A welcome from the Editors

Welcome to this first issue of Final Approach' In flight magazine. Firstly we'd like to thank you all for taking time to visit the website We hope you've learnt something from it so far. We hope you'll enjoy the content and if you have any suggestions please don't hesitate to get in contact with us via our social media channels.

A Pilots Glory

What is it? How is it Created?



Photo by Janie Savage

Pilots Glory or Pilots Halo is caused when water droplets scatter sunlight back towards the source of light.



EasyJet Airlines

Probably one of the best known airlines around the UK & Europe would have to be EasyJet. With everything orange you can't really mistake them for any other airline.

Founded in 1995 by Stelios Haji-Ioannou and based at their headquarters at Luton Airport.

How many Aircraft do EasyJet have?

Easyjet currently have a fleet of 333 aircraft.

Where do EasyJet Operate From?

EasyJet operate from 9 UK Airports
Belfast International, Birmingham, Bristol, Edinburgh, Glasgow, Liverpool, Gatwick, Luton & Manchester

What other subsidiaries are part of EasyJet?

There are many subsidiaries that are part of EasyJet including EasyJet UK, EasyJet Europe & EasyJet Holidays

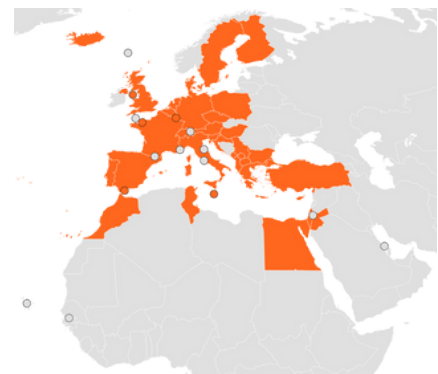
How many people does it Employ?

In a recent survey EasyJet currently employs 13000 people

FUN FACTS ABOUT EASYJET

A Television documentary series was created about the life of EasyJet called Airline

You can fly with EasyJet to 183 Destinations around the globe



Current Fleet

95	Airbus A319- 100
171	Airbus A320- 200
52	Airbus A320neo
15	Airbus A321neo

Food Glorious Food



Is aeroplane food really that bad?

It goes without saying that the food that airlines serve up as part of their inflight meal service is very bland or unappetising. But is it really their fault? Well the simple answer to that is no it isn't. Did you know you leave your tastebuds at the departure gate when you board an aircraft and take off, climb to thousands of feet to the cruise. Did you know nearly every single food becomes manipulated in some way shape or form. Say an aircraft was flying at 30'000 feet and you were served some pasta bolognese it wouldn't really taste of anything as tastebuds and sense of smell are the first things to disappear at high altitude.

So is this why so many people say that in flight meals are bad for you. Lots of salt is added to the meals to enable the person to taste the food. Cruising on a plane at 30'000 feet the humidity inside the aircraft is less than 12%. In flight meals are batched cooked on a huge scale. To watch you'll see the chefs adding considerable quantities of herbs and spices to compensate peoples tastebuds. After a flight you can almost guarantee that most people cannot wait to get off the aircraft to reach for a bottle of water to rehydrate themselves.





Our Livestreams

We hold various livestreams here at final approach. You can logon to our website at www.finalapproach.co.uk to find out more



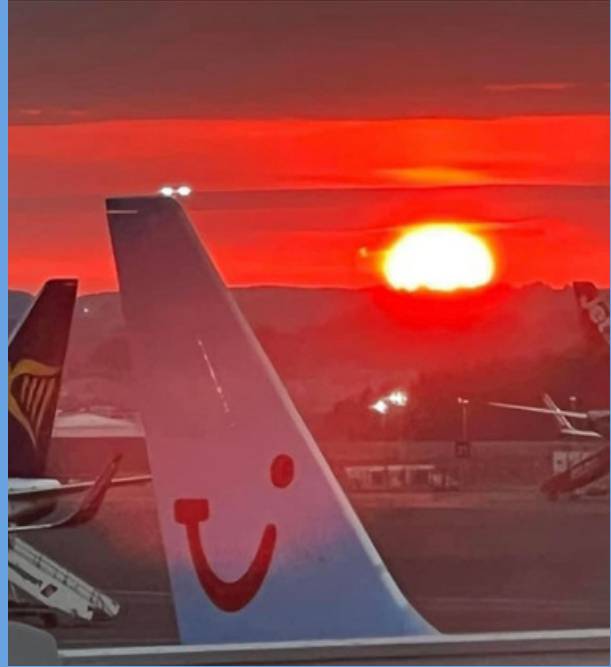
FEATURING

LIVE RADAR FEEDS FROM AROUND THE UK

PODCASTS

LIVE FINAL APPROACH ACTION FROM AIRPORTS.

Your Photos



Submit your photos

For a chance to appear in our next Issue

A FOND FAIRWELL

TUI'S FAREWELL TO THE BOEING 767



By Matt Kitchen

Since the 1980's, TUI, formally known as Britannia Airways said hello to their new revolutionary aircraft, the Boeing 767. A wide bodied aircraft with 2 engines made it easier to transport passengers all across the globe, from short haul destinations such as Spain and long haul transatlantic routes to Mexico and America.

They have been the reliable workhorse along side the Boeing 757 for the last 40 years. Although like all good things, it must come to an end. TUI UK currently have 2 in their fleet; G-OBYK (24.6 years old) and G-OBYF (25.3), based at Manchester both having almost 100,000 flight hours across their years in service.

The fast modernisation of companies and their commitment to the environment means that it is time to move to more economical resources and retire their older aircrafts. With the Boeing 787 and 737 MAX 8 becoming more popular in TUI's fleet, they have seen to be the most suitable replacements.

So what happens next? As we leave the warmer months and the two remaining 767's complete their final summer season they prepare for their departure. The first to go, Yankee Foxtrot is due to leave the fleet towards the end of October, 2023 and Yankee Kilo not going until January 2024. Luckily their retirement doesn't mean they'll be torn apart for scrap, they have both been assigned for conversion to become a freighter and carry on their services for many more years to come.

FINAL APPROACH



HAYDN ATKINSON

A VIP DAY OUT AT MANCHESTER AIRPORT

Meet Haydn, a 12-year-old aviation enthusiast who fell in love with flying a few years ago through a Flight Simulator game on his Xbox. Living just a 15-minute drive from Newcastle airport, he often enjoys plane spotting with his parents.

MY TRIP TO EGCC

This summer, Haydn's aviation adventure reached new heights when his parents took him to Manchester for a different plane spotting experience. Staying at the Holiday Inn IHG at Manchester airport, he had a room with a view of planes taking off.

Before checking in, they stopped at the Tatton Arms pub, where planes passed overhead just before landing. The excitement continued at The Airport Pub's garden, offering a close-up view of planes and even the ability to see pilots and passengers.

Haydn spent five thrilling hours watching planes take off and land. The proximity was so intense that he felt the ground shake and caught the smell of jet fuel during takeoff. Climbing onto a plane-shaped climbing frame provided an even better vantage point.



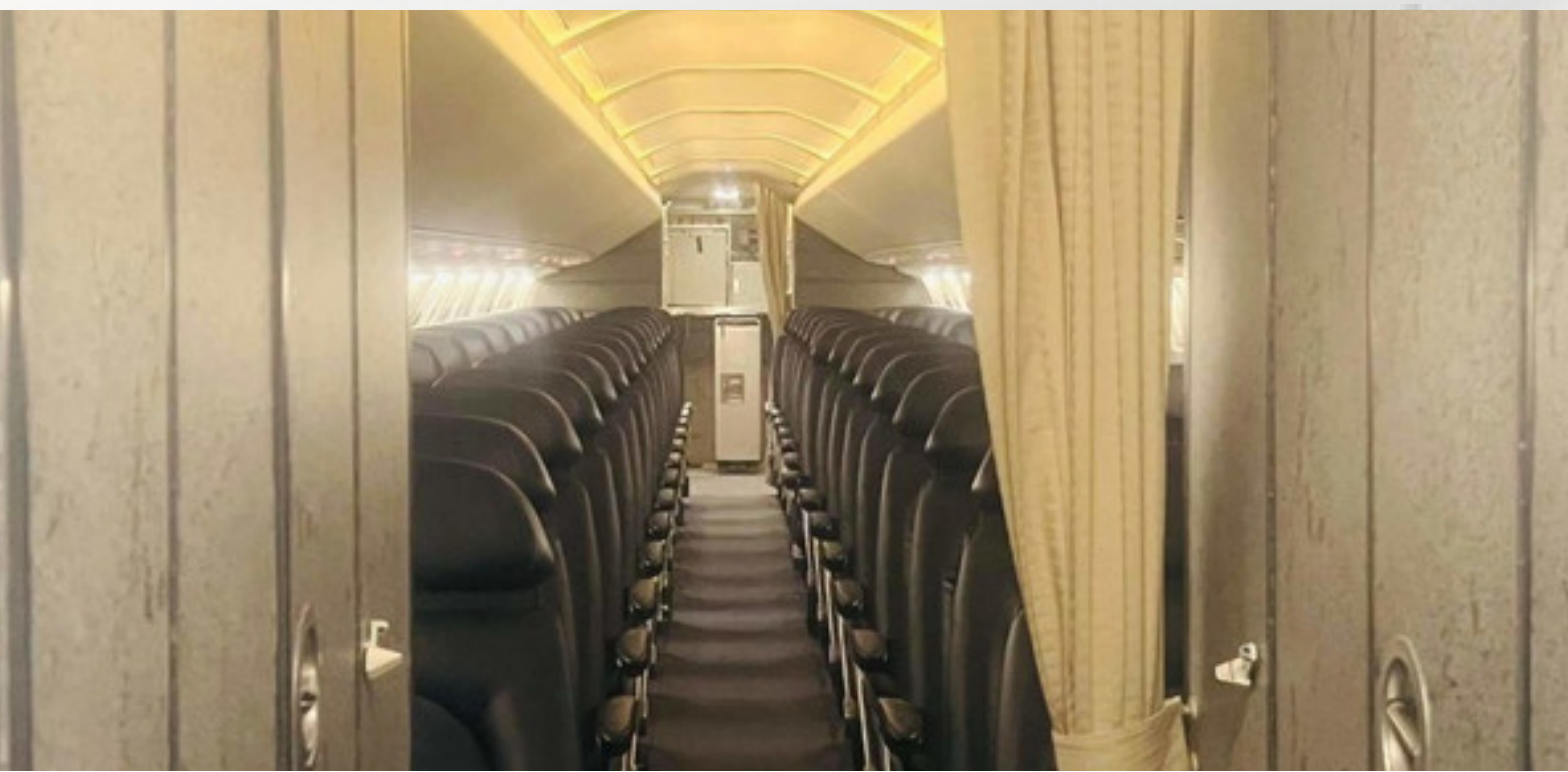
The next day, his parents took him to The Visitor Centre for more plane spotting. They also booked a platinum tour of the iconic Concorde, which lasted 1 hour and 30 minutes.

The tour included a 15-minute talk about Concorde's history before stepping onto the plane. Haydn sat in the front section, hearing about Concorde's ability to fly at high speeds and its exclusive clientele, including businesspeople, the royal family, and celebrities like Joan Collins.

Details about Queen Elizabeth's and Prince Philip's preferred seats, the unique British Airways swish armrests, and Princess Margaret's luggage arrangements provided fascinating insights. Inside the cramped cockpit, Haydn had the chance to sit in the captain's seat and learn about the aircraft's controls. Concorde's advanced technology, including LCD screens in row 1 displaying its speed, impressed Haydn, despite the limited headroom and space in the cabin. The tour concluded with the nose lowering twice—a procedure done during poor visibility landings. The Manchester Concorde, once used by Queen Elizabeth, is now a popular attraction for public tours and even hosts weddings at its rear section. Despite its historic charm, Haydn learned that Concorde's outdated technology makes it impractical for today's travel needs.



Haydn's favorite plane is the A350, and he aspires to fly on one someday. While he acknowledges the challenges of becoming a commercial pilot, his passion for aviation fuels his dreams. Here's to Haydn's exciting journey in the world of aviation!



KIDS CORNER

Final Approach
ISSUE 1

**DESIGN
A
PLANE**



↑ ✈️ **Departures**

**TROUBLE AT
CHECK IN**

AIRPORT

**BECOME AN
CUSTOMS
OFFICIER**

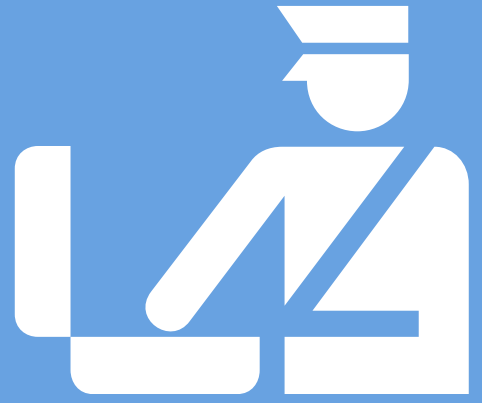


Trouble at Check In



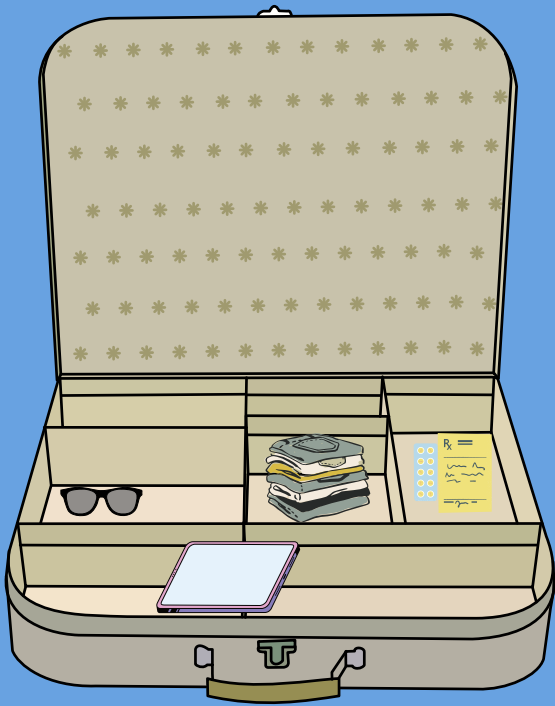
Can you help the airport worker get the luggage to the aeroplane

Become a Customs Officer



Today is your job to help the customs officers with their baggage searches of passengers arriving off flights

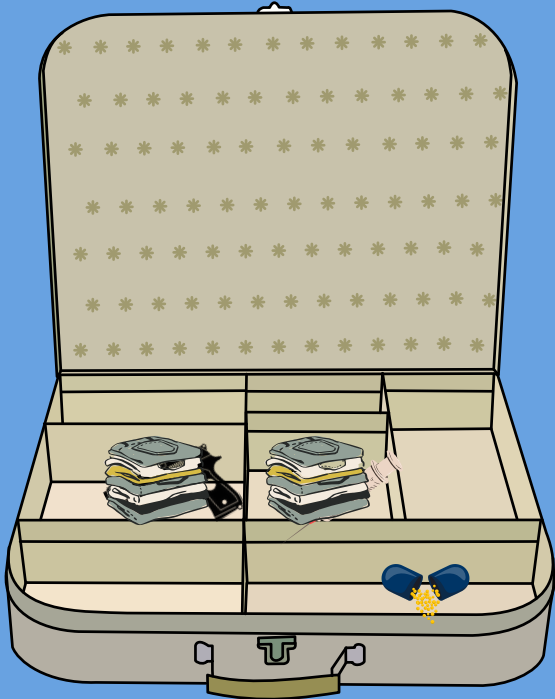
You have pulled two bags to one side for further examination. It's up to you to decide if they are aloud into the country



Yes



No



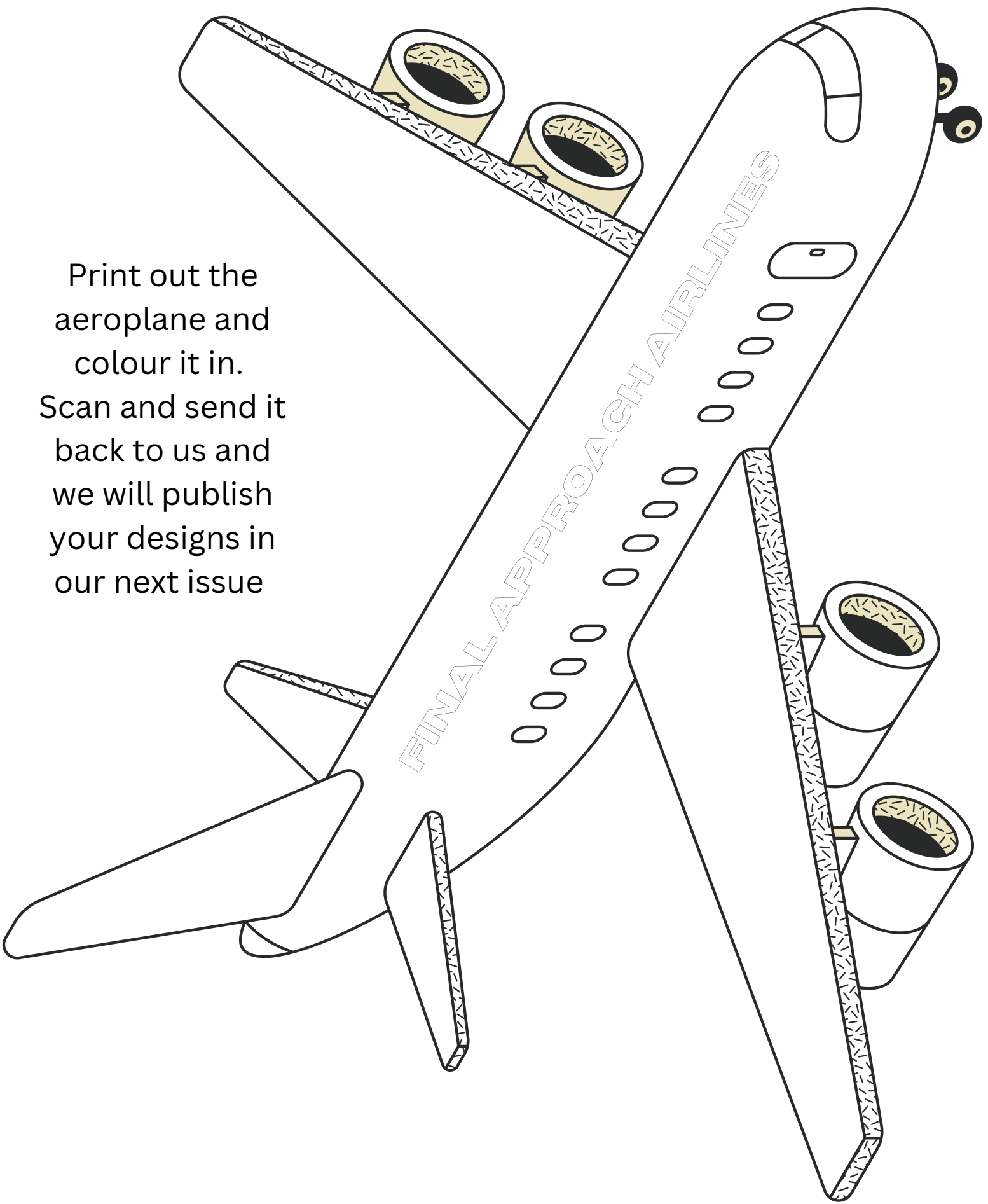
Yes



No

Design a Plane

Print out the
aeroplane and
colour it in.
Scan and send it
back to us and
we will publish
your designs in
our next issue



Ticket to Ride

As with all airports, seaports and any other agency that enables you to leave your country you'll know that these areas have what's known as restricted areas. Passengers are required to have a boarding card to pass through the barriers to gain access to this area.

What does sequence mean?

There's lots of information on a boarding card but one that some people are unfamiliar with is sequence. The sequence is the order that the boarding cards have been printed



The Barcode

There are many different types of barcodes available now around the world but which one is printed on my boarding card? There are two types. Aztec and PDF417



Your Airport

Manchester Airports brand new podcast is live



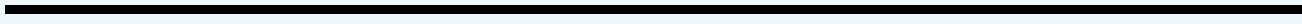
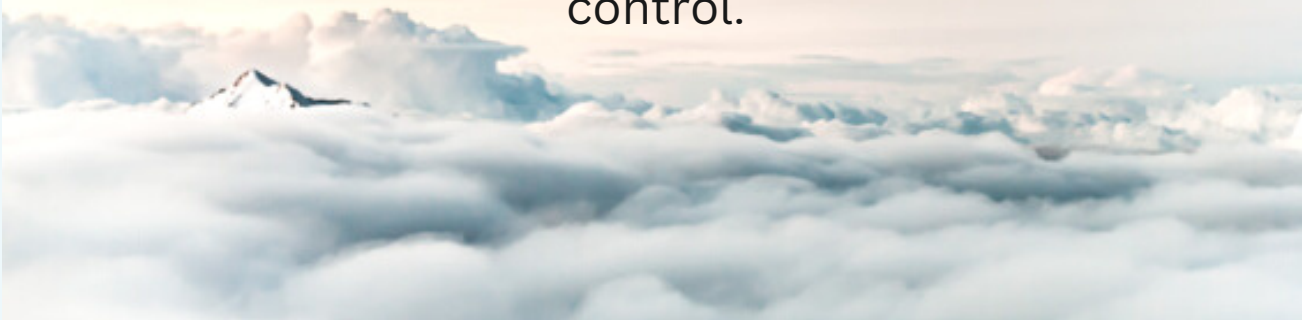
Ever wondered what happens behind the scenes at one of the UK's busiest airports? The brand new podcast "Your Airport" takes you on a tour of life at Manchester Airport. From the ground handlers to the management. From the air traffic controllers to the spotters.

The feature image for this post is from the Manchester airport website who take credit for the image.

Taking you to new heights

Final Approach Issue 1 December 2023

The common cruising altitude for most commercial aircraft is between 33,000 and 42,000 feet, or between about six and nearly eight miles above sea level. Typically, aircraft fly around 35,000 or 36,000 feet in the air. To put that in perspective, the peak of Mount Everest measures 29,029 feet. Flying any higher in certain aircraft would get a plane into difficulty as there would not be enough lift to keep the aircraft under control.



Final Approach



T Shirts



Travel mugs



Printed Copies



Desk Mugs

In Flight Shop

Available from 2024



DAYS OUT BY PLANE

BELFAST

CITY CENTRE

By Gareth Edwards
Photography by Adam Kitchen



I don't get much chance to fly very much these days but it has been great recently as there have been some absolutely great prices on day returns and city breaks. On the 7th May it was a very early start as I set off with a friend for our flight to Belfast International. We arrived at Liverpool Airport and board our plane an EasyJet Airlines looAirbus A319 reg G-EZBR. We took off on Runway 27 and headed out over the river Mersey to the Wirral peninsula and then followed the north wales coast for a while before turning right slightly towards the Isle of Man and finally descending to the runway at Belfast International. Our journey time was just 45 minutes climbing to an altitude of 28'000 for 10 minutes. Arriving into Belfast we took the local bus into Belfast City Centre and visited the world famous Titanic Museum. Here lies the sight of the famous shipyard were the famous ship was built.

After a great day in Belfast walking around the city and seeing the sites we finally caught our bus at the Europa Bus Station to head back to Belfast International for our flight back to Liverpool. Upon arrival the terminal was deserted it was very quiet as there was only a few more flights to depart that night and nearly everyone had already cleared security & passport control. We took to Flightradar24 to see which aircraft we would be travelling on only to find out that our flight had been cancelled. We head straight to the Swissport handling agents desk as there was a flight due to leave in an hour and luck would have it there was plenty of room onboard for us to travel back home. We cleared security in good time and then went to the gate. As a passenger needing special assistance the cabin crew placed us in row 1 with loads of extra leg room. Taking off we climbed once again to 28'000 feet on board an EasyJet A320 this time reg G-WZWU following much the same track as our outbound journey. Before we arrived at Liverpool our aircraft had to circle the city centre in holding pattern for Runway 27. It was a lovely clear night and the views were stunning as you'll see from the feature photo for this blog. After leaving the plane and the airport it was time for our car journey home.

AVIATION



JOKES

OF THE MONTH

What kind of
chocolate do they
sell at the airport

Plane Chocolate

What you get when
you put a flight stick
in an egg

A Yoke

What do you get
when you cross a
pilot with magician?

A flying Sorcerer



Landing in our next issue

THE SECRET OF INSIDE THE AIRCRAFT

Find out what happens during your flight

INSIDE THE AIRPORT

What happens to your bag after doing a bag drop?

OUR FAMOUS KIDS CORNER

Our kids corner returns with more problems to solve and our design a plane gallery

Plus much more

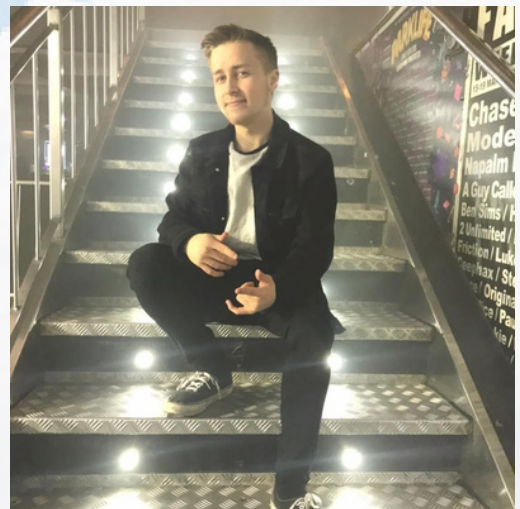


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Gareth



Matt

Your Attention Please

We hope you have enjoyed this first issue of 'Final Approach' In flight magazine. if you have any suggestions please don't hesitate to get in contact with us via our social media channels.

Until next time have a safe onward journey.



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