

Hi,

I tried sending this last week but somehow my email server had failed. I hope it's not too late.

As a private pilot, my only general comment to make is with regards to making most effective use of the approximate 5% spare capacity available at Gatwick and approximate 45% spare capacity available at Stansted.

The airport & handling charges currently imposed at these two airports make it financially unviable for light aircraft (500kg-3T MTOW) GA operations into these fields during their off-peak periods. Therefore we have runways sitting around empty when GA is "forced" to fly extra miles to daytime/VFR only airfields nearby.

Sometimes this may be just an inconvenience, but there are times when such airfields are closed or weather conditions that make it unsuitable for use, such as a waterlogged runway or low cloud base. Hence the only option would be to fly into the nearest larger field (e.g. Stansted) that does not incur too much extra cost of fuel and time flying (i.e. I would not want to fly to Cambridge or Southend as it is too far away)

I understand that, perhaps with the exception of Heathrow, no airport is fully used up by airliners at all times.

Therefore it makes sense to regulate the airport appropriately so that the light and small can still affordably fly in when there are no other airliners wanting to make use of these runways.

For a Cessna 152 at Stansted:

Airport + navigation fees are approximately £242, which includes 24hrs parking, followed by £108 extra per 24 hours parked. Then you have mandatory handling on top at £170. Adding VAT at 20%, the total bill ends up at around **£624** for two nights of parking.

For a Cessna 152 at a typical GA field near London:

Approximately £30 inc.VAT for landing and one night of parking.

For a Cessna 152 at JFK or LAX:

Typically not much more than US\$25 to land and park overnight if used during off-peak hours.

For an 2005 Audi A4 (A car that weighs twice as much and worth twice as much as a 1982 Cessna 152) in Prime Central London

Parking is approximately £30 per day.

A suggestion I put forward is for:

- 1) Such charges to be regulated and set around the region of £60 inc.VAT at Stansted for landing and parking overnight for an aircraft 1.4T MTOW, and apply a similar principle to other "super-expensive" under-utilized airports such as Bristol and Edinburgh, and
- 2) Ensure self-handling is made available. Handling agents typically tailor their services to high-end/executive business jet operators which is not appropriate for the vast majority of light GA operation.

In summary I think it is not fair that the operator can simply choose to exclude GA by setting super high fees whenever they feel like it.

I thank you for your attention to this matter.