



[REDACTED]
CAA, Airspace Regulator
Airspace, ATM & Aerodromes
Aviation House
Gatwick Airport South
RH16 0YR

Dear [REDACTED]

1st November 2019

Ref: The Sywell Aerodrome GNS Approach

I understand from [REDACTED] that you require I write to you about the changes in operational circumstances that have occurred over the past three years at Sywell.

At the time of our original application 2 Excel Aviation Ltd based a number of fixed wing aircraft here (still the site of their head office) engaged *inter alia* in airborne trials work and corporate charters. Their fleet then comprised 10 x Piper PA-31 Navajo and 2 x Beechcraft King Air 200 equipment. As a key stakeholder they participated in shaping our operational requirements but were by no means the only entity with whom we engaged. Subsequently, they have opened a base at Doncaster Sheffield Airport and most of their fleet now reside there.

However, Sywell has always catered for regular visitors such as small exec jets/turboprops (Cessna Citations, PC12s, Avanti and King Airs etc.) to whom we wish to offer the improved regularity of PBN approaches, hence mentioning this aspect in our original submission. With a 1000m LDA the size of aircraft we can accept is limited to lighter jets such as Eclipse Jets and Citation Mustangs.

In theory the present number of slots (6 per day) could have all been flown by 2 Excel, generating an absolute total of 2190 approaches per annum. In practice demand even from them would never have come anywhere near this sort of figure and we believe no more than 10% is the likely number.

This would have equated to at most 18 instrument approaches per month or 4.5 per week and only on days when VMC does not prevail. Now, our forecast for demand is 150 approaches per annum 12.5 per month or just over 3 per week representing a huge reduction in activity and far less than the anticipated rate at which 2 Excel would have flown.

As I need to accept any suitably equipped operator that complies with our strict slot allocation system for the continued viability of the business, I request that the restriction on the approach plates in the AIP is removed.

