

# Manston Airport - Aviation Focus Group Meeting Minutes

Date	4 <sup>th</sup> November 2019
Location	The Sands Hotel, Margate
Project/Client	RiverOak Strategic Partners
Purpose	<p>RiverOak Strategic Partners and aviation specialist, Osprey Consulting Services held a focus group with aviation stakeholders in order to:</p> <ol style="list-style-type: none"> <li>1. explain the process for developing proposals for Airspace Design and Procedures for Manston Airport</li> <li>2. discuss and gather feedback from stakeholders on constraints that will be taken into account in producing Airspace Design Principles that will shape future proposals for airspace operations at Manston Airport</li> <li>3. initiate a discussion and answer any questions from stakeholders regarding completing the questionnaire that was sent in advance to the focus group meeting.</li> </ol>
Attendees	<p> ██████████ - Maypole Airfield  ██████████ - Maypole Airfield  ██████████ - NATS  ██████████ - Biggin Hill Airport  ██████████ - Magma Aviation  ██████████ - Magma Aviation  ██████████ - Rochester Airport  ██████████ - Kent Gliding Club  ██████████ - Kent Gliding Club  ██████████ - Kent Gliding Club  ██████████ - River Oak Strategic Partners  ██████████ - Osprey Consulting Services  ██████████ - Osprey Consulting Services  ██████████ - Copper Consultancy </p>

Agenda Item	Summary	Speaker
Night Flights	Not germane to design principles but would Manston Airport aspire to night flights. ██████████ confirmed that at the moment this wasn't the case as explained in the current Development Consent Order (DCO) application.	██████████ ██████████
Legacy Failings	Were there were any legacy failings; the biggest complaint Magma Aviation had when they indirectly operated at Manston previously was Aerodrome noise. ██████████ confirmed that there were only generic problems with legacy, nothing specific to the area.	██████████ ██████████
Aircraft choice	What planes would be in use, ██████████ stated that Manston would operate modern airplanes, but there might be some legacy aircraft and that Manston procedures would be designed to provide safe flexibility.	██████████ ██████████
Westerly Wind	Were any plans to do something like San Francisco airport using a westerly wind. ██████████ stated that when the runway direction wind component was below 10 knots Manston would operate noise preferential runway system whereby commercial operators would be encouraged to take-off to, and land from, the west. Therefore, over an extended period 70-80% of commercial landings and take-offs would avoid flying over Ramsgate. Departure and arrival tracks will be guided by the 'swathes' outlined in the current DCO application.	██████████ ██████████
Maypole Airfield	Maypole airfield and Manston airports extended centre lines intersect, what plans are in place to harmonise activities? ██████████ explained that there no plans as of yet and would like to hear from Maypole in regard to what Maypole procedures should be considered, perhaps in a design principle or in any future agreements. A design principle should be one that considers and mitigates how each aerodrome interacts with each other and that departures and arrivals from west at Manston should take into account operations at Maypole airfield.	██████████ ██████████
General Aviation	Not germane to design principles but is Manston is planning to operate General Aviation? ██████████ explained that it shouldn't be discounted, but it's not a core part of what is being considered now.	██████████ ██████████
Freight Industry	A longer arrival/departure time to decrease noise would be off-putting to the freight industry. He points out that even small margins in regard to fuel-use equate to a lot of money over time and can be a deciding factor for many airline operators.	██████████ ██████████
IFP approaches	Instrument Flight Procedures (IFP) approaches gave certainty about where big aircraft were going to be and that if Manston is going to have a spread of possible routes, there will be some conflict here.	██████████ ██████████

Agenda Item	Summary	Speaker
General Aviation	<p>██████████ stated that this is something that needs to be captured in a design principle.</p> <p>Airspace has been lost at Rochester airport, and that Southend has taken a lot. The Isle of Sheppey has previously being a great training area but is now quite hard to work in. Previous Manston airport engagement, prior to closure, was very aggressive, in regards to sports &amp; recreation General Aviation (GA (S&amp;R)), and that a new culture would be an opportunity for GA and Manston to work together. He would like Manston to introduce a GA runway.</p>	<p>██████████</p> <p>██████████</p>
Engine out case	<p>Is a lot of consideration is given to the engine-out case? ██████████</p> <p>██████████ confirmed that there's is consideration given in terms of pure design. Type A (commercial engine-out) surfaces will be defined considered in the operational safeguarding of the airport and its safe operation.</p>	<p>██████████</p> <p>██████████</p>
Concentration of movements	<p>He assumes Manston airport will have a vast concentration of movements in the morning due to the nature of the businesses that will operate in and out of it.</p> <p>██████████ confirmed that Manston is looking at between 4-8 movements per hour, and states that there will be a degree of bunching. There is a possibility of concentration in the morning 8 o'clock period.</p>	<p>██████████</p> <p>██████████</p>
Number of movements	<p>How many movements Manston is looking at? ██████████</p> <p>confirm that it will be around 25,000 per annum as proposed in the DCO movement count.</p>	<p>██████████</p> <p>██████████</p>
Maintenance Possibilities	<p>Not germane to design principles but what are the maintenance possibilities? Is Manston looking to take any of the load from City, Gatwick and larger hubs on the ground? ██████████</p> <p>confirmed that this was considered in the DCO.</p>	<p>██████████</p> <p>██████████</p>
Extra Airspace	<p>Will any extra airspace be needed other than an Aerodrome Traffic Zone (ATZ). ██████████ confirmed that the requirement for Controlled Airspace s not part of this CAP1616 application. The Statement of Need refers to IFPs and the ATZ.</p>	<p>██████████</p> <p>██████████</p>
Physical Infrastructure	<p>Not germane to design principles but will there be any changes to the physical infrastructure in regard to changes in length <i>sic (of runway)</i>.</p> <p>██████████ confirmed that there will be no change in runway length, just some resurfacing. ██████████ stated that the biggest single change will be the building of 19 parking stands.</p>	<p>██████████</p> <p>██████████</p>