

Manston Airport Airspace Design and Procedures

Design Principles Questionnaire

The questions below are designed to help RiverOak Strategic Partners (RSP) understand the constraints that should be considered during the Civil Aviation Authority's (CAA) CAP 1616 Design Principles process. For technical information on planned operations at Manston Airport, please refer to Appendix A – Technical Information on the Airspace Design Principles for Manston Airport, Manston Airport Instrument Flight Procedures.

Please insert your responses below to each of the following questions; the size of the response box will expand as you type your response. Use as much space as you need, or alternatively attach additional sheets or documents making it clear which questions you are responding to. Please do not feel constrained in your response to any question. If you wish to highlight any other relevant local constraints or issues, we would welcome any feedback that will support the development of the Airspace Design Principles. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please save your completed questionnaire and any other supporting documents and return them to us by Friday 15th November 2019 using your method of choice.

- Details of methods for return are listed in the 'How to Respond' section of the accompanying leaflet you will have received with this questionnaire.
- We thank you in advance for completing this questionnaire. Your comments will be considered in the development of a shortlist of Airspace Design Principles that we will share with you for further comment before they are finalised and submitted to the Civil Aviation Authority.
- Once the Airspace Design Principles are approved by the CAA following successful completion of the Stage 1 DEFINE gateway, they will be used as a framework for the development of Design Options proposals for airspace design and procedures that will be widely consulted on.

**Please complete
the following
questions
overleaf:**

Question

Q1 - Please list any altitude constraints, together with your reasons, that you feel RiverOak Strategic Partners could consider when designing its new departure and approach procedures?

Your Response:

Q2 - Please inform us of the latest proposed timescales for any neighbouring airspace/procedure re-design projects?

Your Response:

Q3 - Please advise us of any future requirements for coordination (particularly adjacent/contiguous routes) between Manston Airport and adjacent Air Navigation Service Provider (ANSP) units that should be considered during the development of the Design Principles, Design Options and when implementing the new Manston Airport departure and approach procedures?

Your Response:

Q4 - Are there any aspects of CAA Airspace Modernisation Strategy (e.g. airway entry/exit points, existing planned or new handover points) that RiverOak Strategic Partners should take into account in the design of procedures? Please provide details.

Your Response:

Q5 - Are you aware of anything in the CAA Airspace Modernisation Strategy that presents a risk or opportunity to Manston Airport procedure development? Please provide details.

Your Response

Q6 - Have you previously had a Letter of Agreement or Memorandum of Understanding with the Operators of the 'previous' Manston Airport? If so, do you see this as an agreement that could influence the design of the Manston Airport departure and approach procedures? Please provide details.

Your Response:

Q7 - Please let us know if there are any day or evening time constraints that you consider RiverOak Strategic Partners could take into account when designing its departure and approach procedures? Please provide details and reasons.

Your Response:

Q8 - Please tell us if there are any other operational constraints that RiverOak Strategic Partners will need to consider when planning its new arrival and departure procedures?

Your Response:

Q9 - Please inform us of who you consider to be the other key local aviation stakeholders that you believe RiverOak Strategic Partners should engage with during the process of designing its new procedures? Please provide details and reasons.

Your Response:

Q10 - Please provide details of any constraints imposed by restricted operations in the area encompassed by Manston Airport flight operations (e.g. military operations, danger areas, restricted areas, route crossings, transit corridors, training areas etc.)?

Your Response:

Q11 - Please provide details of any issues or constraints due to local helicopter operations that you believe may have an impact on Manston Airport's procedure design project?

Your Response:

Q12 - Please provide details of any issues or constraints due to local General Aviation operations that you believe may have an impact on Manston Airport's departure and approach procedures?

Your Response:

Q13 - Please provide details of any constraints that may be occasioned by local gliding activities on Manston Airport's procedure design project.

Your Response:

Q14 - We would be grateful for any views you may wish to express regarding how RiverOak Strategic Partners should balance the needs of the airlines operating from Manston Airport against the needs of the local community.

Your Response:

Q15 - Please advise us of any other issues or constraints you feel RiverOak Strategic Partners could consider when designing its new departure and approach procedures? Please provide details.

Your Response: