INITIAL OPT	TIONS APPRA	ISAL	issue 1														
		Summary of Analysis	The Do Nothing option represents the current	The introduction of VFR-only procedures for the	Rejected - The shortest of the southern options, bu	at Rejected - This option is slightly longer and	Rejected - This option is longest of the southern	Rejected - this option has minimal noise impact and	d Rejected - this option will have a slightly greater	Rejected - greater noise impact than the previous	Rejected - this option has minimal noise impact	Rejected - this option will have a slightly greater	Rejected - greater noise impact than the previous	This option has minimal noise impact however, by	Rejected - this option will have a slightly greater	Rejected - greater noise impact than the previous	Minimum practicable noise impact for Rwy 10 SID.
			no air traffic. Consent has been granted for the	key outcomes of the Airspace Modernisation	routing north after take off due to overflight of	areas to noise than the previous option. Also has a	communities and sensitive areas to noise than the	routing to the north. However, conflict with other	longer than the previous option for aircraft routing	Longer than the previous option for aircraft routing	g turning right after take-off. Proximity of this route	 longer than the previous option and proximity of 	Longer than the previous option and proximity of	greater track miles for some aircraft i.e. those	longer than the previous option. By turning right	Longer than the previous option. By turning right	operations, minimising fuel burn and emissions.
			airport development and the consequent introduction of a level of air traffic into the	Strategy, specifically reducing emissions and bette polse management	r more communities. Increased fuel burn and emissions due to restricted height profile to remain	greater noise impact than any of the options n muting north after take-off. Increased fuel hum	previous options. Also has a greater noise impact than any of the options routing north after take of	airports arrival routes would restrict climb profiles, increasing fuel hum and emissions	to the north. Conflict with other airports arrival mutes would restrict climb nonflies. Increasing fuel	to the north. Conflict with other airports arrival routes would restrict climb profiles increasing fuel	to other airports arrival routes may restrict continuous climb operations, resulting in increased	this route to other airports arrival routes may restrict continuous climb operations resulting in	this route to other airports arrival routes may restrict continuous climb operations, resulting in	routing to the south. Option will have to include a 'not above' beight restriction, but once east of the	after take-off, this option will have greater track miles for some aircraft i.e. those routing to the	after take-off, this option will have greater track miles for aircraft routing to the south. Ontion will	
			environment, hence this option is rejected.	Reliance on tactical vectoring from ATC would have	e clear of other airports arrival routes. Significant	and emissions due to restricted height profile to	Increased fuel burn and emissions due to restricted		burn and emissions.	burn and emissions.	fuel burn and emissions.	increased fuel burn and emissions.	increased fuel burn and emissions.	arrival routes for other airports, aircraft will be able	south. Option will have to include a 'not above'	have to include a 'not above' height restriction, but	
				a negative impact on both noise and emissions, specifically for overland routes	safety impact with gliders. Rejected on safety grounds	remain clear of other airports arrival routes. Significant safety impact with eliders. Rejected on	height profile to remain clear of other airports arrival routes. Significant safety impact with glider							to perform continuous climb operations, this option represents the overall lowest poise impact for	height restriction, but once east of the arrival routes for other airports aircraft will be able to	once east of the arrival routes for other airports, aircraft will be able to perform continuous climb	
					0	safety grounds.	Rejected on safety grounds.							communities.	perform continuous climb operations. Rejected in	operations. Rejected in favour of lower noise	
															ravour of lower noise impact of previous option.	impact of previous option.	
Group	Impact	Level of Analysis	Do Nothing Baseline	SID Baseline (Do Minimum)	SID RWY 28 South (Eastern)	SID RWY 28 South (Central)	SID RWY 28 South (Western)	SID RWY 28 North (Eastern) to North	SID RWY 28 North (Central) to North	SID RWY 28 (Western) to North	SID RWY 28 (Eastern) to South	SID RWY 28 North (Central) to South	SID RWY 28 North (Western) to South	SID RWY 28 North (Eastern) to East	SID RWY 28 North (Central) to East	SID RWY 28 North (Western) to East	SID RWY 10 North
Communities	Noise impact on healt and quality of life	Qualitative	There is no change to the noise impact on health and the quality of life with the Do Nothing option	In relation to noise management (below 7,000tt), this option provides little or no consistency of	Although this option avoids large built-up areas, there are various rural villages and hamlets (e.g.	Although this option avoids large built-up areas, there are various rural villages and hamlets (e.g.	Although this option avoids large built-up areas, there are various rural villages and hamlets (e.g.	This option avoids large built-up areas, and is over a sparsely populated rural area, although there are	a This option avoids large built-up areas and is over a sparsely populated rural area, although it does	Although this option avoids large built-up areas an is mainly over sparsely populated rural areas, it is	d This option avoids large built-up areas and is over a sparsely populated rural area, although there are a	 This option avoids large built-up areas and is over sparsely populated rural area, although it does 	Although this option avoids large built-up areas and is mainly over sparsely populated rural areas, it is	d This option avoids large built-up areas and is over a sparsely populated rural area, although there are a	This option avoids large built-up areas and is over sparsely populated rural area, although it does	a Although this option avoids large built-up areas and is mainly over sparsely populated rural areas, it is	Any departure from RWY 10 at Manston will have to fly over the town of Ramsgate as aircraft will not
				traffic distribution. As a result, aircraft routing will	Ash, Easterly and East Studdal) that would still be	Preston, Wingham and Staple) that would still be	Chillenden) that would still be overflown below	few small hamlets close to the route until the	come close to the village of St Nicholas-At-Wade.	closer to the village of St Nicholas-At-Wade than	few small hamlets close to the route until the	come close to the village of St Nicholas-At-Wade.	closer to the village of St Nicholas-At-Wade than	few small hamlets close to the route until the	come close to the village of St Nicholas-At-Wade.	closer to the village of St Nicholas-At-Wade than	have achieved the minimum height required to
				points meaning that there is no consistent approar	ch to remain at 7,000ft or below to avoid conflicting	to remain at 7,000ft or below to avoid conflicting	7,000ft or below to avoid conflicting with traffic	tracks over the sea, resulting in minimal noise	resulting in minimal noise impact. Noise impact	of the village. The remainder of this option tracks	tracks over the sea, resulting in minimal noise	resulting in minimal noise impact. Noise impact	of the village. The remainder of this option tracks	tracks over the sea, resulting in minimal noise	resulting in minimal noise impact. Noise impact	of the village. The remainder of this option tracks	the Do Minimum option due to the location and
				to mitigate against the noise impact on local	with traffic inbound to some of the London	with traffic inbound to some of the London	inbound to some of the London airports. This may	impact. Noise impact likely to be less than the Do Minimum option due to the condictable coution	likely to be less than the Do Minimum option due to the predictable coutien over a coarrely open/bited	over the sea, resulting in minimal noise impact.	impact. Noise impact likely to be less than the Do Minimum option due to the predictable roution	likely to be less than the Do Minimum option due to the predictable routing over a sparrely populated	over the sea, resulting in minimal noise impact.	impact. Noise impact likely to be less than the Do Minimum option due to the predictable coution	likely to be less than the Do Minimum option due the predictable routing over a coarroly populated	 over the sea, resulting in minimal noise impact. 	proximity of Ramsgate in relation to the runway.
				Communication.	of noise to other areas of the south coast such as	of noise to other areas of the south coast such as	areas of the south coast such as Dover and	over a sparsely populated area.	area.	option due to the predictable routing over a	over a sparsely populated area.	area.	option due to the predictable routing over a	over a sparsely populated area.	area.	option due to the predictable routing over a	
					Dover and Folkestone. Noise impact likely to be similar to the Do Minimum option although more	Dover and Folkestone. This option also overflies a number of tourist attractions. Noise impact likely	Folkestone. This option also overflies a number of tourist attractions. Noise impact likely to be simila	r		sparsely populated area.			sparsely populated area.			sparsely populated area.	
					concentrated due to the predictability of routing.	to be similar to the Do Minimum option although	to the Do Minimum option although more										
						more concentrated due to the predictability or routing.	concentrated due to the predictability of routing.										
Communities	Air Quality	Initial Options Appraisal: Qualitative	There is no change to the impact on Local Air Quality with the Do Nothing option.	Local Air Quality is likely to be affected by departir aircraft within 3 nautical miles of the airfield until	Iccal Air Quality is likely to be affected by departin aircraft within 3 nautical miles of the airfield until	Icoal Air Quality is likely to be affected by departin aircraft within 3 nautical miles of the airfield until	g Local Air Quality is likely to be affected by departin aircraft within 3 nautical miles of the airfield until	g Local Air Quality is likely to be affected by departing aircraft within 3 nautical miles of the airfield until	g Local Air Quality is likely to be affected by departing aircraft within 3 nautical miles of the airfield until	Local Air Quality is likely to be affected by departin aircraft within 3 nautical miles of the airfield until	g Local Air Quality is likely to be affected by departin aircraft within 3 nautical miles of the airfield until	g Local Air Quality is likely to be affected by departir aircraft within 3 nautical miles of the airfield until	g Local Air Quality is likely to be affected by departing aircraft within 3 nautical miles of the airfield until	g Local Air Quality is likely to be affected by departing aircraft within 3 nautical miles of the airfield until	Local Air Quality is likely to be affected by departir aircraft within 3 nautical miles of the airfield until	g Local Air Quality is likely to be affected by departing aircraft within 3 nautical miles of the airfield until	g Local Air Quality is likely to be affected by departing aircraft until above 1,000 ft. Aircraft flying this
				above 1,000 ft. Aircraft are likely to be dispersed	above 1,000 ft. Aircraft will be over sparsely	above 1,000 ft. Aircraft will be over sparsely	above 1,000 ft. Aircraft will be over sparsely	above 1,000 ft. Aircraft will be over sparsely	above 1,000 ft.	above 1,000 ft.	above 1,000 ft. Aircraft will be over sparsely	above 1,000 ft.	above 1,000 ft.	above 1,000 ft. Aircraft will be over sparsely	above 1,000 ft.	above 1,000 ft.	departure would be between 250 ft and 1,000 ft
				over a large area until above 1,000 ft, with the potential to impact on populated areas.	populated areas until above 1,000 ft. Impact likely to be more concentrated than the Do Minimum	populated areas until above 1,000 ft. Impact likely to be more concentrated than the Do Minimum	populated areas until above 1,000 ft. Impact likely to be more concentrated than the Do Minimum	populated areas until above 1,000 ft. Impact likely to be more concentrated than the Do Minimum	Aircraft will be over sparsely populated areas, although closer to the village of St Nicholas-At-	Although the initial part of the climb will be over sparsely populated areas, aircraft	populated areas until above 1,000 ft. Impact likely to be more concentrated than the Do Minimum	Aircraft will be over sparsely populated areas, although closer to the village of St Nicholas-At-	Although the initial part of the climb will be over sparsely populated areas, aircraft	populated areas until above 1,000 ft. Impact likely to be more concentrated than the Do Minimum	Aircraft will be over sparsely populated areas, although closer to the village of St Nicholas-At-	Although the initial part of the climb will be over sparsely populated areas, aircraft	while passing over Ramsgate. As the aircraft has not reached a sufficient height to enable a turn at
					option but affecting fewer people.	option but affecting fewer people.	option but affecting fewer people.	option but affecting fewer people.	Wade than the previous option before reaching	will be close to the village of St Nicholas At-Wade	option but affecting fewer people.	Wade than the previous option before reaching	will be close to the village of St Nicholas-At-Wade	option but affecting fewer people.	Wade than the previous option before reaching	will be close to the village of St Nicholas-At-Wade	this point, overflying Ramsgate is unavoidable. No
									1,000 ft. Impact likely to be more concentrated than the Do Minimum option but affecting fewer	before reaching 1,000 ft. Impact likely to be more concentrated than the Do Minimum option but		1,000 ft. Impact likely to be more concentrated than the Do Minimum option but affecting fewer	before reaching 1,000 ft. Impact likely to be more concentrated than the Do Minimum option but		1,000 ft. Impact likely to be more concentrated than the Do Minimum option but affecting fewer	before reaching 1,000 ft. Impact likely to be more concentrated than the Do Minimum option but	change to the Do Minimum option due to the location and proximity of Ramsgate in relation to
									people.	affecting fewer people.		people.	affecting fewer people.		people.	affecting fewer people.	the runway.
Wider Society	Greenhoure Gar Imag	t Initial Ontion: Approximit	There is no change to the greenhourg are import	In terms of minimising strength emissions and	Due to the confliction with writely to the londer	Due to the confliction with provole to the " and a	Due to the confliction with prevale to the " and an	This option represents the minimal track of the for-	This option is slightly loppor (0.6 equation) of the	This option is slightly loover (1.2 meeting)	To ensure deconfliction from traffic decondition -	To ensure deconfliction from traffic deconfliction	To ensure deconfliction from traffic decondication	To ensure deconfliction from traffic decord	To ensure deconfliction from traffic decondination	To ensure deconfliction from traffic decord in a re-	This option allows for continuour climb operations
	i e e inte de a impa	Qualitative	with the Do Nothing option.	reduced air pollution, this option does not present	a airports, aircraft on this option would likely be held	d airports, aircraft on this option would likely be held	airports, aircraft on this option would likely be held	aircraft departing to the north. However, due to	the previous option but still represents the minimal	than the previous option but still represents the	the Southend Airport arrival route, this procedure	the Southend Airport arrival route, this procedure	the Southend Airport arrival route, this procedure	the Southend Airport arrival route, this procedure	the Southend Airport arrival route, this procedure	the Southend Airport arrival route, this procedure	and minimises the number of track miles flown.
				consistent approach. A lack of connectivity to the rest of the airspace network would result in	under 7,000 tt tor longer periods, preventing continuous climb operations, resulting in greater	under 7,000tt tor longer periods, preventing continuous climb operations, resulting in greater	unuer /,uuurt tor longer periods, preventing continuous climb operations, resulting in greater	use integration required with arrivals into Southend Airport, aircraft would not be able to perform	However, due to the integration required with	north. However, due to the integration required	were have to include a 'not above' height restriction until clear to the east of the arrival's procedure.	will have to include a 'not above' height restriction until clear to the east of the arrival's procedure.	will nave to include a 'not above' height restriction until clear to the east of the arrival's procedure.	will nave to include a 'not above' height restriction until clear to the east of the arrival's procedure.	until clear to the east of the arrival's procedure.	will have to include a 'not above' height restriction until clear to the east of the arrival's procedure.	Improved climo profile should result in less impact than the Do Minimum option.
				inefficient climb profiles where aircraft will likely	fuel burn and pollution at lower altitudes. This	fuel burn and pollution at lower altitudes. Although	fuel burn and pollution at lower altitudes. This	continuous climb operations and would be held at	arrivals into Southend Airport, aircraft would not be	with arrivals into Southend Airport, aircraft would	Aircraft may still be able to perform a Continuous	Aircraft may still be able to perform a Continuous	Aircraft may still be able to perform a Continuous	Aircraft may still be able to perform a Continuous	Aircraft may still be able to perform a Continuous	Aircraft may still be able to perform a Continuous	
				Increased likelihood of avoiding action (VFR traffic	 opposit minimises track miles for aircraft routing to the south and west. Likely to have similar impact to 	 uns option is signtly longer (1.2 nautical miles) than the previous option, it still represents minima 	(0.9 nautical mile) and is the longest of the option	s,uuu it or less tor longer. Likely to have similar impact to Do Minimum option due to inefficient	would be held at 5,000 ft or less for longer. Likely	and would be held at 5,000 ft or less for longer.	 umu departure, depending on the climb gradient that can be achieved, but it cannot be guaranteed. 	cimu departure, depending on the climb gradient that can be achieved, but it cannot be guaranteed.	that can be achieved, but it cannot be guaranteed.	that can be achieved, but it cannot be guaranteed.	that can be achieved, but it cannot be guaranteed	that can be achieved, but it cannot be guaranteed.	1
				leading to increase track mileage and emissions.	Do Minimum option due to inefficient climb profile	es track miles for aircraft routing to the south and	departing to the south but still represents fewer	climb profiles although may allow more direct	to have similar impact to Do Minimum option due	Likely to have similar impact to Do Minimum optio	n By turning right after take-off, aircraft routing to	By turning right after take-off, aircraft routing to	By turning right after take-off, aircraft routing to	By turning right after take-off and extending to the	By turning right after take-off and extending to the	By turning right after take-off and extending to the	1
					aunougn may allow more direct routing.	west. Likely to have similar impact to Do Minimum option due to inefficient climb profiles although	west. Likely to have similar impact to Do Minimum	roung.	to menticient climo provies although may allow more direct routing.	use to inerticient climo profiles although may allow more direct routing.	w use south east or south will have more track miles to fly. Likely to have a greater impact than the Do	to fly. This option is slightly (0.6 nautical mile)	to fly. This option is slightly (1.2 nautical miles)	ease, aircrart will have more track miles to fly but once separated to the east of the arrival routes,	once separated to the east of the arrival routes,	ease, aircrart will nave more track miles to fly but once separated to the east of the arrival routes,	1
						may allow more direct routing.	option due to inefficient climb profiles although				Minimum option due to increased track miles and inefficient climb profiler	longer than the previous option. Likely to have a	longer than the previous option. Likely to have a	aircraft will be able to perform a continuous climb	aircraft will be able to perform a continuous climb	aircraft will be able to perform a continuous climb	
							may arow more career rooting.				includent came provide.	increased track miles and inefficient climb profiles	increased track miles and inefficient climb profiles.	more track miles than the Do Minimum option for	slightly (0.6 nautical mile) longer than the previou	slightly (1.2 nautical miles) longer than the previous	5
														some routes but improved climb profiles should result in less impact overall	option. Likely to require more track miles than the Do Minimum option for some routes but improve	option. Likely to require more track miles than the Do Minimum ontion for some routes but improved	
															climb profiles should result in less impact overall.	climb profiles should result in less impact overall.	
Wider Society	Capacity and resilience	Initial Options Appraisal:	The Do Nothing option will have no impact on th	This option is an ineffective way of managing	This option does support the management of	This option does support the management of	This option does support the management of	This option does support the management of	This option does support the management of	This option does support the management of	This option does support the management of	This option does support the management of	This option does support the management of	This option does support the management of	This option does support the management of	This option does support the management of	This option does support the effective management
		Quantauve	airspace infrastructure.	increased noise and fuel burn.	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in
					accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation
					ft until laterally separated to the west of the	ft until laterally separated to the west of the	ft until laterally separated to the west of the	ft until clear of Southend Airport arrival routes.	ft until clear of Southend Airport arrival routes.	ft until clear of Southend Airport arrival routes.	height restrictions until clear of Southend Airport	height restrictions until clear of Southend Airport	height restrictions until clear of Southend Airport	height restrictions until clear of Southend Airport	height restrictions until clear of Southend Airport	height restrictions until clear of Southend Airport	able to avoid arrival routes to London airports,
					London airport arrival routes.	London airport arrival routes.	London airport arrival routes.				arrival routes.	arrival routes.	arrival routes.	arrival routes.	arrival routes.	arrival routes.	Improving airspace efficiency.
General Aviation	Access	Initial Ontions Appraisal:	The Do Nothing option will have no impact on th	Although this option would maintain access for GA	This option does not impose any restrictions of GA	This option does not impose any restrictions of GA	This option does not impose any restrictions of GA	This route would have minimal impact on other	This route would have minimal impact on other	This route would have minimal impact on other	This mute would have minimal impact on other	This route would have minimal impact on other	This route would have minimal impact on other	This route would have minimal impact on other	This route would have minimal impact on other	This route would have minimal impart on other	This route would have minimal impact on other
General Aviation	ALLESS	Qualitative	access to airspace for GA aircraft.	flights out of Manston would route according to	airspace access. However, this route is over an	airspace access. However, this route is over an	airspace access. However, this route is over an	airspace users.	airspace users.	airspace users.	airspace users.	airspace users.	airspace users.	airspace users.	airspace users.	airspace users.	airspace users.
				the airways joining points and would give no consideration to other airroace uners within the	area heavily utilised by gliding operations,	area heavily utilised by gliding operations,	area heavily utilised by gliding operations,										
				local area, leading to addition 'see and avoid'	specificary non-wade state rack.	specifically non-mandershare rank.	spectrumy room mander and c rank.										
				action.													
General Aviation / commercial airlines	Economic impact from increased effective	Initial Options Appraisal: Qualitative	The Do Nothing option will not allow an increase air transport movements so will have no econom	in This option does not allow for the effective handling of departing traffic from Manston.	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribut	The introduction of PBN procedures coordinated with NATS and other FASI-S soonsors will contribut	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribut	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribut	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribut	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribut	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute
	capacity		impact .	resulting in reduced capacity.	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including
					have direct and indirect economic benefits for	have direct and indirect economic benefits for	have direct and indirect economic benefits for	have direct and indirect economic benefits for	have direct and indirect economic benefits for	have direct and indirect economic benefits for	have direct and indirect economic benefits for	have direct and indirect economic benefits for	have direct and indirect economic benefits for	have direct and indirect economic benefits for	have direct and indirect economic benefits for	have direct and indirect economic benefits for	have direct and indirect economic benefits for
					airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.
General Aviation /	Fuel burn	Initial Options Appraisal: Qualitative	There is no change to fuel burn with the Do Noth ontion	ng Aircraft departing Manston for various airway ioloing points would mean the potential for greate	Increased fuel burn associated with this option will occur below 7 000 ft due to the required	I Increased fuel burn associated with this option will occur below 7 000 ft due to the required.	Increased fuel burn associated with this option will occur below 7 000 ft due to the required	This option will initially have a limited fuel burn impact until the aircraft reaches 5.000ft where it	This option will initially have a limited fuel burn impact until the aircraft reaches 5.000ft where it	This option will initially have a limited fuel burn impact until the aircraft reaches 5 000 ft where it	To ensure aircraft are deconflicted with Southend aircost arrivals, aircraft flying this coute would be	To ensure aircraft are deconflicted with Southend aircost arrivals, aircraft flying this route would be	To ensure aircraft are deconflicted with Southend airport arrivals aircraft fiving this route would be	To ensure aircraft are deconflicted with Southend airport arrivals, aircraft fiving this route would be	To ensure aircraft are deconflicted with Southend airport arrivals, aircraft fixing this route would be	To ensure aircraft are deconflicted with Southend airport arrivals, aircraft fiving this route would be	Due the easterly track of this option, conflicts with arrival aircraft into London airports can be avoided
				track miles following avoiding action in relation to	integration with arrivals into London airports. Such	integration with arrivals into London airports. Such	integration with arrivals into London airports. Such	would be held until clear of the Southend arrival	would be held until clear of the Southend arrival	would be held until clear of the Southend arrival	subject to a height restriction, but may still be able	subject to a height restriction, but may still be able	subject to a height restriction, but may still be able	subject to a height restriction, but may still be able	subject to a height restriction, but may still be able	subject to a height restriction, but may still be able	enabling continuous climb operations and optimum
				other airspace users, especially VFR traffic. Additionally, depending on the intended joining	a restriction prevents continuous climb operations making it inefficient in terms of aircraft fuel hurn	 a restriction prevents continuous climb operations making it inefficient in terms of aircraft fuel hum 	 a restriction prevents continuous climb operations, making it inefficient in terms of aircraft fuel burn 	routes, therefore, continuous climb operations are not possible. Likely to have similar impact to Do	routes, therefore, continuous climb operations are not nossible. Likely to have similar impact to Do	routes, therefore, continuous climb operations are not possible. Likely to have similar impact to Do	 to perform continuous climb operations, depending on the achieved climb gradient. This however. 	g to perform continuous climb operations, dependin on the achieved climb gradient. This however	to perform continuous climb operations, depending on the achieved climb gradient. This however	g to perform continuous climb operations, depending on the achieved climb eradient. This however	to perform continuous climb operations, dependir on the achieved climb gradient. This however	g to perform continuous climb operations, depending on the achieved climb gradient. This however	climb gradients, reducing fuel burn, especially at lower altitudes. This procedure also minimises the
				point, the aircraft flight path may be less than	Likely to have similar impact to Do Minimum optio	n Likely to have similar impact to Do Minimum optio	n Furthermore, this is the longest of the 3 options fo	Minimum option due to inefficient climb profiles	Minimum option due to inefficient climb profiles	Minimum option due to inefficient climb profiles	cannot be guaranteed. By turning right after take-	cannot be guaranteed. By turning right after take-	cannot be guaranteed. By turning right after take-	cannot be guaranteed. By turning right after take-	cannot be guaranteed. By turning right after take-	cannot be guaranteed. By turning right after take-	number of track miles flown. Improved climb
				opunium, increasing tuel burn.	more direct routing.	 use w inefficient climp profiles although may allow more direct routing. 	 Use nunway 2s departures to the south. Likely to have similar impact to Do Minimum option due to 	annough may anow more direct routing.	arouugn may allow more direct routing.	aronough may allow more direct routing.	 an craft routing to the south and south east will fly a greater number of track miles, incurring 	 un, ancratt routing to the south and south east will fly a greater number of track miles, incurring 	fly a greater number of track miles, incurring	fly a greater number of track miles, incurring	fly a greater number of track miles, incurring	 usi, aircraft routing to the south and south east will fly a greater number of track miles, incurring 	prome should result in less impact than the Do Minimum option.
							inefficient climb profiles although may allow more				increased fuel burn. Likely to have a greater impact	t increased fuel burn. Likely to have a greater impac	increased fuel burn. Likely to have a greater impact	t increased fuel burn. Likely to require more track	increased fuel burn. Likely to require more track	increased fuel burn. Likely to require more track	
							a constrainty.				miles and inefficient climb profiles.	miles and inefficient climb profiles.	miles and inefficient climb profiles.	but improved climb profiles should result in less	but improved climb profiles should result in less	but improved climb profiles should result in less	
														impact overall.	impact overall.	impact overall.	
Commercial airlines	Training costs	Initial Options Appraisal:	There will be no training costs associated with th	At this stage, the development of Manston Airport	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is	Due to the current state of Manston Airport, it is
		qualitative	uo wuthing option.	is uu immature to consider airline training costs.	required, specific to Manston.	anucipated that some pilot training may be required, specific to Manston.	anocipated that some pilot training may be required, specific to Manston.	required, specific to Manston.	required, specific to Manston.	required, specific to Manston.	enucipated that some pilot training may be required, specific to Manston.	enucipated that some pilot training may be required, specific to Manston.	required, specific to Manston.	required, specific to Manston.	anucipated that some pilot training may be required, specific to Manston.	anocipated that some pilot training may be required, specific to Manston.	required, specific to Manston.
Commercial airlines	Other costs	Initial Options Appraisal:	There will be no additional costs associated with	At this stage, the development of Manston Airport	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to
		Qualitative	the Do Nothing option.	is too immature to consider airline costs.	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of	aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of
					operations, some cost may be incurred to create	operations, some cost may be incurred to create	operations, some cost may be incurred to create	operations, some cost may be incurred to create	operations, some cost may be incurred to create	operations, some cost may be incurred to create	operations, some cost may be incurred to create	operations, some cost may be incurred to create	operations, some cost may be incurred to create	operations, some cost may be incurred to create	operations, some cost may be incurred to create	operations, some cost may be incurred to create	operations, some cost may be incurred to create
					operational procedures specific to Manston if required	operational procedures specific to Manston if required	operational procedures specific to Manston if required	operational procedures specific to Manston if required	operational procedures specific to Manston if required	operational procedures specific to Manston if required	operational procedures specific to Manston if required	operational procedures specific to Manston if required	operational procedures specific to Manston if	operational procedures specific to Manston if required	operational procedures specific to Manston if required	operational procedures specific to Manston if required	operational procedures specific to Manston if
Airport / Air	Infrastructure costs	Initial Options Appraisal:	There will be no additional infrastructure costs	There will be very limited cost implications for this	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option
navigation service provider		qualitative	associated with the Do Nothing option.	option as it involves the addition of no new departure routes.	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wirler	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider	is out of scope. Infrastructure to provide ATS and CNS equipage is within the scope of the wider
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Airport / Air	Operational costs	Initial Options Appraisal:	There are no operational costs associated with th	e There will be very limited cost implications for this	Operational costs are not predicted to varv by	Operational costs are not predicted to varv by	Operational costs are not predicted to varv by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to varv by	Operational costs are not predicted to varv by	Operational costs are not predicted to varv by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to varv by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by
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Peternial local outcoth employed on the implicat of united head minipation for the implicat of united hubbles implication of the implication of the implicati	Operational catch are not predicted to wary by tachildudal option. Development catch are not predicted to wary by individual option. The oughtCatch are not predicted to wary by individual option. The oughtCatch are not predicted to wary by individual option. The oughtCatch are not predicted to wary by many a deconfiltent switch be provided by Manson ATL for separation with other walfil. And on Kupped anifold will minigate any potential conflict themen have transport and G all vicitations and Napode anifold will minigate any potential conflict themen have transport and G all vicitations the set of the set of the set of the set of the set the set of the set of the set of the set of the set the set of the set of the set of the set the set of the set of the set of the set of the set the set of the set of the set of the set of the set the set of the set of the set of the set of the set the set of the set of the set of the set of the set the set of the set minipation for the impact of wind the set of the set set of the set of the set of the set of the set set of the set of the set set of the set	Operational costs are not predicted to vary by individual option. Development costs are not predicted to vary by individual option. No significant safety implications were identified during the safety assessment. Operating aircraft well and safety assessment of the predicted by regarate a decarification service to be predicted by and the safety assessment of the predicted by regarate a decarification service to be predicted by regarate a decarification in Window Patiential loss of aircraft identification in Window Patiential loss of aircraft identification in Window approximation of the impact of wind turbine generator's on PBE.
Arport / Ar navigation service provider Argort / Ar navigation service provider Suffey Ausessment	Operational costs Deployment costs Soldey Assessment	Initial Options Approxial Qualitative Initial Options Appraisal Qualitative Initial Options Appraisal Qualitative	There are no operational costs associated with the box horining option. There are no deployment costs associated with the horining option. There are no safety implications associated with box horining option.	There will be very limited cost implications for the sphere at a model. The addition of no new The Do Ministed approximation and the sphere of	Development cash are not predicted to vary by individual option. Development cash are not predicted to vary by individual option. Safety conflict with gifetes in Class G ainpace. Options pass class to Waldenshure Gliding Site on approach to DNI VGN, Claims cound a opermite distribution of the control option of the control approach to DNI VGN. Claims cound a site of approach on write hydrower and a site of a site of advances fragmentation of the site of the site of the Waldenshares traffic.	Development casts are not predicted to sary by individual option. Development casts are not predicted to vary by individual option. Safety conflict with giders in Class G ampace. Options pass close twitelenships and the safety of options pass close twitelenships and the safety of safety conflict with giders in Class G ampace. Options pass close twitelenships and the safety of safety options options and the safety of the safety safety options options and the safety options safety options options and the safety options and apparation over the algebra at rule of insight adequatives increasing time at rule of insight options adequated the safety options of the safety options adequated the safety options of the safety options of widerships of and complete safety options of widerships of the safety options of the safety widerships traffic.	Operational costs are not predicted to vary by individual option. Development costs are not predicted to vary by individual option. Softery conflict with gliders in Class G angules. Coptono para close to Widenshare Gliding Ster on options para close to Widenshare Gliding Ster on options para close to Widenshare Gliding Ster on and the ster of Cold J. (200 R (Close)). Gliders and writish be the transported/ radio equipped. Amounts Triffic populational by left at 70,00 H at trans and departures increasing time at risk of naging approximations with a gliders at 7,000 L studies adequadry mitigare gliders may not be radio adequadry mitigare gliders may not be radio waldenshare traffic.	Operational costs are not predicted to vary by individual option. Development costs are not predicted to vary by individual option. The tagefloates tarley implications were identified during the suffers associates. Departing aincost the require a second cost cost and the tarlitude Manston ATC for separation with other tarlitude ADAMOD agreement between Manston Aligorit and Margoles ainfield will mitigate any potential ADAMOD agreement between Manston Aligorit and Margoles ainfield will mitigate any potential torfits any the second and the second and tarlitude and the second and the second and tarlitude and the exact on the Manston department procedures to ensure departing tarlife remains between annuals tarlife.	operational costs are net predicted to vary by individual option. Development costs are not predicted to vary by individual option. No significant safety implications were identified during the safety assessment. Departing avorable migrar a deconfiction narries to be provided by Mansion Art for separation with other safet. An or May of generation marks and the straffic. And May of generation and the safety and conflict tasteen heavy transport and Galarist traffic arthing at other London anjorst, mitigated protectial conflict tasteen diparting safety and traffic arthweith early departing safety emission before arms to emission of kilostato diparted before arms traffic.	Operational casts are not predicted to vary by individual option. Development casts are not predicted to vary by individual option. No significant safety implications were divertified during the safety assessment. Departing aircraft require a deconfilter namics to be provided by Alanston Art for separation with other traffic. An of Maype prediction anvices the provided by Alanston Art for separation with other traffic. An of Maype prediction and the magnet are youther conflict themen heavy transport and Galarctat traffic antimity at other London airport, mitigation prediction to more departing traffic remains balew annuals traffic.	Operational costs are not predicted to sury by individual option. Development costs are not predicted to vary by addividue option. Bio cogniticat sufery implications were developed individue and the implications are not be provided by implicit a descriptions and/or to be provided by major is descriptions and/or to be provided by advances. At Crosspations with other barfler. An advances at Crosspation with other barfler. An advance at Crosspation and advances and procedures to ensure departing traffic remains below annuals traffic.	Operational cash are not predicted to sary by individual option. Development cash are not predicted to sary by achieved option. The cash option of the same set of the same and cash option of the same set of the same require a deconfliction service to be provided by memory as deconflictions envices to be provided by Marcine ATC for expansion. The same set of the memory as deconflictions envices to be provided by Marcine ATC for expansion with other that fills. An optimized and the same set of the same set of conflict between heavy transport and call and and Another to conflict between heavy transport and the procedures to ensure departing traffic remains below annual traffic.	Operational costs are not predicted to vary by individual agroun- bandwalar agroun- bandwalar aground and the second sec	operational costs are not predicted to sury by individual option. Development costs are not predicted to sury by individual option. Not option of the surger of the surger of the animal the suffery implications, were identified intering the auther predicted to sury by matter of the suffery implications, were identified intering the auther predicted to sury by Manston ATC for separation with other suffit. An AUM/001 agreement between fixed barries and the AUM/001 agreement between fixed barries and the AUM/001 agreement between fixed barries and the conflict thetween heavy transport and GA air costs heads and the sufficient of the suffic and the suffic and traffic antimity the the cost of an arguing implementation of technical or genational generator's on PSR.	Operational costs are net predicted to vary by heli-dual costs are net predicted to vary by heli-dual costs are net predicted to vary by individual option. No significant ourley instructions were identified during the suffy suscessment. Departing and metrics a docorrificon units to be provided Mantana ATC for separation with other traffic. An LANADOU agreement beneficiant of the and Nappata and field with instigat any potential and Nappata and the Nappata Nappata and traffic anning at other Landona Japont, mitigated potential costs to therein odegoring actual the results potential costs of the Nappata Nappata and instigation for the Instigat any potential instigation for the Instigat of any design of potential costs of the Nappata Nappata Angel instigation for the Instigat of any design of and the Instigation of the Instigat of potential costs of Understand Costs, requiring instigation for the Instigat of any data the Understand participation of Instigation of the Instigat of any design of the Instigat of any data that the potential costs in Understand Costs and the potential costs in Understand Instigation of the Instigat of the Instigation of the Instigat of any data set instigation of the Instigat of any data set in the Instigation of the Instigat of any data set in the Instigation of the Instigation of the Instigat	Operational casts are not predicted to vary by tachidual spoto. Development casts are not predicted to vary by individual option. Iso capaficant sufety implications were identified aring the sufety assessment. Departing aircraft with major a descriptions which is periodic by Manshon ATC for separation with other traffic. An ADA/MOU agreement believen Manshon Arigont acontic tacheven departing aircraft with traffic arring at other London arigonts, mitigated hybright restrictions on the Manshon Arigont acontic tacheven departing aircraft with traffic arring at other London arigonts, mitigated hybright restrictions on the Manshon departure procedures to emans departing unified materials and the acontic and the results selectrication in Wardmon dutter, requiring indementation of tachhical or dut subme generator's on PSR.	Operational costs are not predicted to vary by individual option. Development costs are not predicted to vary by individual option. No significant aufley implications were identified during the antly assessment. Departing surched will require a description service to be provided will during the antly assessment. Toparting priority of Manction ATC for separation with hother striftic during the antly assessment is being and during the antiparticle of the antiparticle of the during the antiparticle of the second second second particle of the antiparticle of the second second turbing generator's on FISE.

INITIAL OP	TIONS APPRAIS	AL				1											
	1	Summary of Analysis	Minimum practicable noise impact. Option allows for continuous cline operation, minimizing fuel barn and emissions. Not the most direct track for articraft routing south east, but procedure could be optimised to a more direct track therefore minimizing track miles, fuel burn and emissions.	Minimum practicable noise impact on initial departure. Beconfiction from other airports arrivar notes would height restrict aircraft, lucrearing hose impact and increasing fuel burn and emission due to not being able to perform a continuous climb. Following discussions with NATs this note could be amended to beards further would allow aircraft to perform anotes. This would allow aircraft to perform continuous climb paradions above 7,000 eventse, mitgating the noise and emissions impact.	Rejected - relarace on tactical vectoring from ATC - would have a negative impact to hold note and emissions, specifically for overland routes.	Direct track and everyse, minimum impact.	Direct track and oversea, minimum impact.	Direct track and oversea, minimum impact.	Direct track and oversea, minimum impact	Direct track and oversea, minimum impact.	Direct track and overse, minimum inpact. Furthe track miles to join procedure for aircraft arriving from the west and couth.	P Rejected 2: Slightly further than the Bloaking option from the south a partient noise impact and greater fault hum and emissions. Significant safety impact with gliders. Rejected on safety grounds.	Designed to be flown at optimum aircraft performance in a continuous descert and minimal track miles. Will only be used when network traffic memory is low to according on which network London TMA aircraft performing continuous climbs	Direct truck and overse, although closer to the Southend CTA that the pervision sonthern Transition, Further track mills to join the proceeding real aircaft aming from the west and actual. Less attractive than Transition to 2,500 ft Approach due to proximity to Southend CTA.	Rejected : Salphify further than the following polocy from the south a greater noise impact and greater faile burn and emission. Sgriffcant safety impact with gliders. Rejected on safety grounds.	Designed to be flown at optimum aircraft performance in a continuous decent and minimal track miles. Will only be used when network traffic microlity is to be soad confliction with whothout London TMA aircraft performing continuous climbs	Rejected - greater environmental inpact due to uppredictuble nutre of a sproaches. Increased chance of a missed approach, horeasing note, track miles, fuel burn and emissions.
Group	Impact	Level of Analysis	SID RWY 10 South to East	SID RWY 10 South to West	Transition Baseline (Do Minimum)	Transition RWY 28 from North	Transition RWY 28 from North East	Transition RWY 28 from East	Transition RWY 28 from South East	Transition RWY 28 from South	Transition RWY 10 from North to 2,500ft Approach	(East)	(West)	Transition RWY 10 from North to 3,000ft Approach	(East)	(West)	Approach Procedure Baseline (Do Minimum)
Communities	Noise impact on health	Initial Options Appraisal: Qualitative	Any departure from RWY 10 at Manston will have to fly over the town of Ramraste at aircraft will not	Any departure from RWY 10 at Manston will have to fix over the town of Ramanate as aircraft will not	As this option would rely on tactical vectoring from ATC there would be no consistency in terms of	As this option is solely located over the sea, there is no implications in terms of noise impact on local	As this option is solely located over the sea, there is no implications in terms of point impact on local	As this option is solely located over the sea, there is no implications in terms of noise impact on local	As this option is solely located over the sea, there is no implications in terms of point impact on local	As this option is solely located over the sea, there no implications in terms of poice impact on local	is As this option is solely located over the sea, there is no implications in terms of poice impact on local	This option does fly near some local schools, however, at this state of the transition the aircraft	This option routes over sparsely populated areas. It is also worth potion that lower aircraft power	As this option is solely located over the sea, there is no implications in terms of point impact on local	This option does fly near some local schools, however, at this state of the transition the aircraft	This option routes over sparsely populated areas. It is also worth potion that lower alcoreft power	With this option, aircraft (especially those under VEP) are likely to perform varying different types of
			have achieved the minimum height require to indicate any turns. Note impact will be the same as the Do Minimum option due to the location and productly of Ramagelia in relation to the nonway.	Now achieved the minimum height required to initial any trun. Newer, as all critical interpreted on this SR, they may be required to arrama at the set of the set of the set of the set of the impact will be the same as the to define anyots. Note impact will be the same as the to Minimum option due to the location appointing of Ramingate in relation to the numery.	arcort motion, Aircort vasas will vay depending on the direct the aircort is approaching Mansion from,	communities. No charge to the Do Minimum epition.	communities. No change to the Do Minimum explore.	communities. No charge to the Do Minimum option.	communities. No change to the Do Millionum	communities. No charge to the Do Minimum option.	communities. No charge to the Do Minemun epition.	exact to above 4500%. It is also worth oning that to be already averaging will be applicable at this stages in the ancertain is descending. Note that any any stage of the stage of the stage of any stage of the stage of the stage of the stage of applied and the predicable reading.	natings will be applicable at the tage as the accord is descending Noles impact more concentrated than Do Minimum option due to predicable moting.	communities. No change to the Do Minimum option.	modulé per belove 4,000°F. It is also worth noning the lower altransf power strings will be applicable at this stages at the altransf is descending. Noise particular descendences of bank by deministra option due to predicable teaching.	vating will be applicable at this tage as the arrant in descending. Note impact more concentrated than Do Minimum option due to predicable noting.	separation, meaning that the noise impact on communities is for more will spread and un-even. Furthermore, such approaches inversing the additional approaches and therefore, more noise.
Communitier	Air Ougliby	Initial Ontions Apprairal:	Local Air Quality in likely to be affected by departin	a Local Air Quality is likely to be affected by departing	In terms of sis quality although this option would	As this option is far transitions into Manston, these	As this option is for transitions into Manston, them	As this action is for transitions into Monston, there	As this option is for transitions into Maneton, there	As this action is far transitions into Maaston, they	a Ar this option is for transitions into Maaston, these	Ar this option is for transitions into Manston there	Ar this option is for transitions into Manston there	Ar this option is for transitions into Manston, there	Ar this option is for transitions into Manston, these	As this option is for transitions joto Manston, there	Aircraft fluing a viewal approach are more likely to
Communities	Ar Quanty	initial updons Appraisai: Qualitative	Loca Ar (c)ality c liaity to sea areacted by objerning ancreat wat above 1000 fs. Arccard hyring this departure would be between 250 ft and 1,000 ft with possing own Romagnia. As the arccard has a bit postic, even flying Romagnia to issue arccard has this point, even flying Romagnia to issue and location and proximity of Romagnia in relation to the numway.	E Local. Are clustery to keep to be artected by deparrent and a cluster would be between 250 ft and 1,000 ft while passing own Rmagnita. Are bar action to a while passing own Rmagnita. Are bar actions that this pack, everifying Ramgata is unavoidable. Not have to be a set of the set of the set of the backbox and proximity of Ramsgate in relation to the runway.	In terms of air quark, amough this global subjects to only affect communities below the final approach (i.e. Rangeste), Having said that, due to the upmedicable actuator of saffic prevention, overflight (and therefore air quality) cannot be limited to a particular area.	At this opposite is the transmostering with a setting the is no affect below to bit, the proposed option is safely located over the sea. No change to the Do Minimum option.	As this opposite it or transmiss video whence, there is no market before the proposed option is safely located over the sea. No change to the Do Minimum option.	At this opposit is bet relationed with whether, there is no affect below to bit, the proposed option is solely located over the sea. No change to the Do Minimum option.	At this opposition is the traditionals with Machine, there is no afflectables to this, the proposed option is solely located over the sea. No change to the Do Minimum option.	As the option is to transitions, into salandoo, here is on affect below (1000th, in addinic to this, the proposed option is solely located over the sea. No change to the Do Minimum option.	a k the dipolon is to transitional with Mattable, there is no affect before 1000k. In addition to this, the proposed option is solely located over the sea. No change to the Do Minimum option.	Ad this applicable is the trainable in its Manatolo, there is no affect being up, 1,00°C. No change to the Do Minimum option.	At this appoint is tor transmootin, the Mantalon, there is no affect below (1,000). No change to the Do Minimum option.	As this dipotent in to thatstated with Manatolin, there is no affect below (JADD). In addition to this, the proposed option is solely located over the sea. No change to the Do Minimum option.	At this appoint is the transmission into Mantadon, there is no affect being to the Do Is no affect being 1,000°C. No change to the Do Minimum option.	At this opposite is the transmission was associated with the is no affect below 0,0000. No change to the Do Minimum option.	ArCast hyping a local approach are more same to require higher over settings than how as conducting automated approaches. The has a significant maps on the air quality for themmore, and, this further reduces air quality expectally within the immediate vicinity of the airport.
Wider Society	Greenhouse Gas impact	Initial Options Appraisal:	This option allows for continuous climb operations.	Aircraft will be able to perform optimum climb	Due to the unpredictable nature of traffic	This procedure would incorporate a continuous	This procedure would incorporate a continuous	This procedure would incorporate a continuous	This procedure would incorporate a continuous	This procedure would incorporate a continuous	This procedure would incorporate a continuous	This procedure would incorporate a continuous	This procedure would incorporate a continuous	This procedure would incorporate a continuous	This procedure would incorporate a continuous	This procedure would incorporate a continuous	As there is no way to predict or efficiently manage
		Qualitative	Rooting to the south before turning east will increase the number of using mining how they are also the source of the source of the source of the constraint of the source of the source of the source of the two Minimum option.	performance: initially but arccraft will be required to manna at opportunity 7,000 fr will be using into an apportunity of the second second second second arrows, resulting in greater full box mod politices allower attitudes: they to have similar impact to Do Minimum option due to inefficient climb profiles.	presentation, greenhouse gas enhances would be green a close to when the the men green a close to when the the men the inefficient handing of aircraft, greenhouse gas mession will likely increase due to an increase in track miles required during wettering.	dencert profile at optimum aircrift performance and minimites the studies floare, minimizing and minimites the studies at the studies of the less impact than the Do Minimum option.	decast profile at optimum aircrift performance and minimums text whiles flows, minimizing and minimums text while the flow minimized and text impact than the Do Minimum option.	dencert profile at optimum aircrift performance and minimise the studies flows, minimizing minimises and a studies of the studies of the minimises impact than the Do Minimum option.	dencer profile at optimum all critic performance and minimizes the trackets flower, minimizing and minimizes the trackets flower, minimizes and less impact than the Do Minimum option.	decord public a optimum in ord professional and minimum the track from a minimum the track of the second and the second second second second second second second test impact than the Do Minimum option.	decent profile at optimum aircraft performance, blocking the Truncismo procedere lead the minipilized minipilized and the source of the source of the source of the procedure from the source, how is not the most direct routing and using increase the number of rack miles from and therefore additional faire burn and maximum. How effects profile should reach in less impact than the Os Minimum option, Albough mounts, the source of the source of the source south could result in greater impact.	decost profile at optimum aircraft performance, binding this work only be possible when insteaded binding this work only be possible when insteaded traffic performing continuous a dimit the operations authound from the state of the performance represents the minimum track makes for aircraft maning from the weak. Johong H is slightly further than the following option. More efficient politic than the following extros. More efficient politic man efficient in their impact than the to Minimum option.	descent profile at optimum ai straft performance, descent profile at optimum ai straft performance, traffic performing continuous allow the operations utaffic performing continuous allow the operations utaffic performing continuous allow the performance represents the minimum track miles for aircraft should result in less impact than the Do Minimum option.	descets profile at optimum alicitatin performance, bloogh the throaten procedure traditionistic bloogh bloogh the traditionistic processing that an intervent of the source of the traditionistic performance where the traditionistic performance and the traditionistic lines impact than the too Minimum option, alfough lines impact than the too Minimum option, alfough insulations. More effective performance and result in south could result in greater impact.	descent profile at optimum aircrift performance, and hough this work of populate when instead though this work of the populate when instead that the performing continuous at the processor represents the minimum track million operations under a performing continuous at the processor represents the minimum track million operations when the formation of the processor operation of the data the following option. More efficient profile than the following option. More efficient profile and the following the processor option of the the the option.	descent profile at optimum alicraft performance, biologia this work jus possible when networks traffic performing continuous climits and the operations traffic performing continuous climits percentario represents the minimum track million for alicraft atomic from the weak. Note efficient profile should result in less impact than the Do Minimum option.	arring raffe with fits option, here is a likelihood inforcement case and an and even for increased of increased task and the second second second the isolational approaches isolating to additional approaches isolating to additional approaches and increased track miles and hence emissions.
Wider Society	Capacity and resilience	Initial Options Appraisal:	This option does support the effective management	This option does support the management of	As there is no certainty about the presentation of	This procedure has been designed in consultation	This option will involve aircraft crossing into the	This option will involve aircraft crossing into the	This option will involve aircraft crossing into the	This procedure has been designed in consultation	This procedure has been designed in consultation	This procedure has been designed in consultation	This procedure has been designed in consultation	This procedure has been designed in consultation	This procedure has been designed in consultation	This procedure has been designed in consultation	This option provides limited capacity or resilience
		Qualitative	of capacity and realience and was developed in coordination with MATS as part of FANS-Is in accordance with the UK Airpace Modernisation Strategy. Due to the more eastly track, aircraft a able to avoid arrival notes to London airports, improving airpace efficiency. This crude would represent the most direct route for aircraft transiting to the near continent across the London Pib boundary.	capacity and resilience and was developed in coordination with NAT3s as part of FASIS in accordination with the UK Airpace Modernization of Strategy, However, traffic would be subject to height restrictions until clear of London airport arrival routes.	traffic, the handling of all traffic may not be efficient enough to realize the potential capacity and resilience benefits.	with NATS and the FAS-S programme, in accordance with the UK Inspace Modernization Strategy. This option enables a consistent approach baircard arrining from the airway system (via JACKO) from the north and north west. This enable increased capacity, efficiency and reduced track mileage.	LONDON FR at SUMUIM which is a boundary point widdy used at the moment for an invalua into London airports. This route will increase airpace connectivity and capacity for aircraft arriving into Manston.	LONDOM Hill from the adjacent FIR. This route will increase singpact connectivity and capacity for aircraft arriving into Manston transiting from the east.	LONDON IR from the adjacent FIR (at KOMA). This route will recrease airspace connectivity and capacity for aircraft arriving into Manston transiting from the east.	with NATS and the FASI-S programme, in accordance with the UK Anspace Modernization Strating, This option enables a consistent approach to alcraft arrining from the alway system from the south, This enables increased capacity, efficiency and reduced track mileage.	with M4TS and the FASS programme, in accordance with the UK Airpose Modernitation h Strategy. This option enables a consistent approach to alrectar traving from the airway system from the north and east. This enables increased capacity, efficiency and reduced track milliange. Aircraft flying this option would initially fly on the London City Transition and then join the Manston approach procedure.	with NATS and the FASS-programme, in accordance with the UK Airpace Modernitation 5 Strategy. This option enables a consistent approach to aircraft arriving from the airway system from the north and east, This enables increased capacity, g efficiency and reduced track mileage.	with NATS and the FAI-S programme, in accordance with the UK Airpace Modernization Strategy. This option enables a consistent approach to aircraft arriving from the airway system from the north and east, This enables: increased capacity, efficiency and reduced track mileage.	with NATS and the FASI Sprogramme, in accordance with the UK Airpace Modernitation Strategy. This option enables a consistent approach to aircraft arriving from the airway system from the north and east, This enables increased capacity, efficiency and reduced track milliong. Aircraft flying this option would initially fly on the London Oty Transition and then join the Manston approach procedure.	with NATS and the FAS-S programme, in accordance with the IX Anspace Netdernsation Strategy. This option enables a consistent approach to alicrafa arrining from the airway system from th north and east. This enables increased capacity, efficiency and reduced track mileage.	with N435 and the FA455 programme, in accordance with the UK Airpace Modernization Strategy. This option enables a consistent approach to aircraft arriving from the airway system from the north and east, This enables increased capacity, efficiency and reduced track mileage.	as there is no consistency in terms of managing approaches into Manston.
General Aviation	Access	Initial Options Appraisal: Qualitative	This route would have minimal impact on other airspace users.	This route would have minimal impact on other airspace users.	Although there are no direct and immediate implications for GA Access, this coption will lead to the inefficient handling of air traffic, including additional vectoring, restrictions and controls applied to GA traffic.	As this option is solely located over the sea, it will have minimal impact on other airspace users.	As this option is solely located over the sea, it will have minimal impact on other airspace users.	As this option is solely located over the sea, it will have minimal impact on other airspace users.	As this option is solely located over the sea, it will have minimal impact on other airspace users.	As this option is solely located over the sea, it will have minimal impact on other airspace users.	This route would have minimal impact on other airspace users.	This option does not impose any major restrictions on GA access, abhough it is worknoting that the area is used extensively for gliding operations, specifically from Challock airfield.	This route would have minimal impact on other airspace users.	This route would have minimal impact on other airspace users.	This option does not impose any major restrictions on GA access, although it is worknoting that the area is used extensively for gliding operations, specifically from Challock airlield.	This route would have minimal impact on other airspace users.	Although this option would not restrict GA access to airspace but it is slightly limiting as there is no consistency in terms of handling GA traffic on arrival into Manston.
General Aviation /	Economic impact from	Initial Options Appraisal:	The introduction of PBN procedures coordinated	Due to the height restriction prior to clearing the	The economic impact of this option centres around	The introduction of PBN procedures coordinated	The introduction of PBN procedures coordinated	The introduction of PBN procedures coordinated	The introduction of PBN procedures coordinated	The introduction of PBN procedures coordinated	The introduction of PBN procedures coordinated	The introduction of PBN procedures coordinated	The introduction of PBN procedures coordinated	The introduction of PBN procedures coordinated	The introduction of PBN procedures coordinated	The introduction of PBN procedures coordinated	The economic impact assisted with this option is
commercial airlines	increased effective capacity	Qualitative	with NATS and other FASI-S sponsors will contribut to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation.	e London airport arrival routes, additional fuel burn (and therefore additional costs) may be incurred by operators. Other than this point, this option would open up greater capacity within the local airspace domain.	the increased fuel burn (and therefore increased costs) associated with vectoring flights into Manston. As presentation points may vary, capacity and overall efficiency in terms of routings will be unsustainable.	with NATS and other FAS-5 sponsors will contribut to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation.	 with NATS and other FASI-S sponsors will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation. 	with NATS and other FAS-5 sponsors will contribut to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation.	 with NATS and other FASI-S sponsors will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation. 	with NATS and other FASI-S sponsors will contribu- to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation.	te with NATS and other FASI-S sponsors will contribut to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation.	 with NATS and other FASI-S sponsors will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation. 	 with NATS and other FASI-S sponsors will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation. 	with NATS and other FASI-5 sponsors will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation.	 with NATS and other FASI-S sponsors will contribut to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation. 	 with NATS and other FASI-S sponsors will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits for airlines and general aviation. 	 negative as aircraft may be required to burn more fuel (and therefore cost) as there would be no standardiced or consistent method of handling aircraft inbound to Manston.
General Aviation /	Fuel burn	Initial Options Appraisal:	This option does not impact on arrivals into Londor	Aircraft will be able to perform optimum climb	As aircraft will present at various different location	Most practical and expeditious route, continuous	Most practical and expeditious route, continuous	Most practical and expeditious route, continuous	Most practical and expeditious route, continuous	Most practical and expeditious route, continuous	Most practical and expeditious route, continuous	Most practical and expeditious route, continuous	Most practical and expeditious route, continuous	Most practical and expeditious route, continuous	Most practical and expeditious route, continuous	Most practical and expeditious route, continuous	Due to the lack of consistency associated with this
commercial arrines		Cirainadive	amports as it tracks to the south sait, therefore, continuous climb operations and an optimal climb gradient can be realized. However, given the provimity to the HR boundary, the later stages of this SID or on immediate departure from this SID, alcraft may be required to reduce their climb gradient, depending on the traffic situation in the depart. Filts, improved climb profile should result in less impact than the Do Minimum option.	performance initially our arrotativities for required to remain at approximately 7,000t rule literarily separated the west of arrival routes into London approxt, resulting in greater fur blavm. Likely to have similar impact to Do Minimum option due to inefficient climb profiles.) depending on their point of origin, this option may require a significant increase in fuel burn.	descent at oppinum arcrar performance therein minimises Hell minimises (Hell and for this procedure. Less impact than the Do Minimum option.) excort at oppinum arctary performance thereon minimises the binn for this procedure. Less impact than the Do Minimum option.	Descent at Applinum arcara performance therein minimises He har for this procedure. Less impact than the Do Minimum option.	oscient at pointum ancar periodmande therefore minimizes fuel burn for its procedure. Less impact than the Do Minimum option.	officient a depending arcara performance thereto minimises the burn for the procedure. Less impa than the Do Minimum option.	excert a optimum sincing periodimated thereino back neight of thereino fuel back will be incurred by aircraft plining from the such. More efficient profile build result in less impact than the Do Minimum option, although increased track mills for aircraft anning from the south could result in greater impact.	 excert a doptimum aircarp performance thereare imminus table that for this proceedure. Less impact than the Do Minimum option. 	descent at oppinum arcran periormance therefore minimises tell ben for this procedure. Less impact than the Do Minimum option.	obscore at optimum arcrar performance intererors minimises fuel burn for this procedure. Additional track migge and therefore fuel burn will be incurred by aircraft joining from the south. More efficient profile should result in less impact than the Do Minimum option, although increased track miles for aircraft arriving from the south could result in greater impact.	descent at oppinum arcrar periormance therefore minimises tell ben for this procedure. Less impact than the Do Minimum option.) elscent al oppinum all'otal performance interetor minimies He ben for this procedure. Less impact than the Do Minimum option.	oppon, mere is may no be a signmane dorease in track milling flown, thereby increase fuel burn.
Commercial airlines	Training costs	Initial Options Appraisal: Qualitative	Due to the current state of Manston Airport, it is anticipated that some pilot training may be	Due to the current state of Manston Airport, it is	At this stage, the development of Manston Airport	At this stage, the development of Manston Airport	At this stage, the development of Manston Airport	At this stage, the development of Manston Airport	At this stage, the development of Manston Airport	At this stage, the development of Manston Airport	At this stage, the development of Manston Airport is too immediate to consider airline training costs	At this stage, the development of Manston Airport	At this stage, the development of Manston Airport	At this stage, the development of Manston Airport	At this stage, the development of Manston Airport	At this stage, the development of Manston Airport	At this stage, the development of Manston Airport
			required, specific to Manston.	required, specific to Manston.	con unimenent to consider attime training COSTS.	u anning costs.		consider annie cannie Costs.	united and the consider all line participy COSS.			Annual of the consider annual claiming COSIS.	consider an ine carried COSTS.			consistent of consistent annual control of the cont	attime to consider attime training COSIS.
Commercial airlines	Other costs	Initial Options Appraisal: Qualitative	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and markgation databases. Due to the scale of operations, some cost may be incurred to create operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of operations, some cost may be incurred to create operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and mavigation databases. Due to the scale of operational, scome cost may be incurred to create operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and markgation databases. Due to the scale of operational, scome cost may be incurred to create operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and analysition databases. Due to the scale of operations, some cost may be incurred to create operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and markgation databases. Due to the scale of operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and malgation databases. Due to the scale of operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and mavigation databases. Due to the scale of operations, some cost may be incurred to create operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and marigration databases. Due to the scale of operations, some cost may be incurred to create operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and maygation databases. Due to the scale of operational, procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and analysition databases. Due to the scale of operations, some cost may be incurred to create operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and mavigation datbases. Due to the scale of operations, some cost may be incurred to create operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and maygation databases. Due to the scale of operational procedures specific to Manston if required.	Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and navigation databases. Due to the scale of operations, some cost may be incurred to create operational procedures specific to Manston if required.
Airport / Air	Infrastructure costs	Initial Options Appraisal:	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option
navigation service provider Airport / Air	Operational costs	Quainative Initial Options Appraisal:	is our or scope. Intrastructure to provide ALS and CNS equipage is within the scope of the wider Manston Airport Development Programme.	is out of scope. Intrastructure to provide AIs and CNS equipage is within the scope of the wider Manston Airport Development Programme.	Is our of scope. Intrastructure to provide ALS and CNS equipage is within the scope of the wider Manston Airport Development Programme.	Is our of scope. Intrastructure to provide AIS and ONS equipage is within the scope of the wider Manston Airport Development Programme.	is out of scope. Intrastructure to provide AIs and CNS equipage is within the scope of the wider Manston Airport Development Programme.	is our of scope. Intrastructure to provide AIS and CNS equipage is within the scope of the wider Manston Airport Development Programme.	Is our of scope. Intrastructure to provide A15 and CNS equipage is within the scope of the wider Manston Airport Development Programme.	Is our of scope. Intrastructure to provide A IS and CNS equipage is within the scope of the wider Manston Airport Development Programme.	Is out of scope. Intrastructure to provide AIS and OKS equipage is within the scope of the wider Manston Airport Development Programme.	is out of scope. Intrastructure to provide AIs and CNS equipage is within the scope of the wider Manston Airport Development Programme.	is our of scope. Intrastructure to provide ATS and CNS equipage is within the scope of the wider Manston Airport Development Programme.	Is our of scope. Intrastructure to provide A15 and ONS equipage is within the scope of the wider Manston Airport Development Programme.	is our of scope. Intrastructure to provide ALS and CNS equipage is within the scope of the wider Manston Airport Development Programme.	Is our of scope. Intrastructure to provide A15 and CNS equipage is within the scope of the wider Manston Airport Development Programme.	is out of scope. Intrastructure to provide ATs and CNS equipage is within the scope of the wider Manston Airport Development Programme.
navigation service provider		Qualitative	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.
Airport / Air navigation service provider	Deployment costs	Initial Options Appraisal: Qualitative	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.	Development costs are not predicted to vary by individual option.
Safety Assessment	Safety Assessment	Initial Options Appraisal:	No significant safety implications were identified	No significant safety implications were identified	No significant safety implications were identified	No significant safety implications were identified	No significant safety implications were identified	No significant safety implications were identified	No significant safety implications were identified	No significant safety implications were identified	No significant safety implications were identified	Southernmost Transition option commensurate	No significant safety implications were identified	No significant safety implications were identified	Southernmost Transition option commensurate	No significant safety implications were identified	No significant safety implications were identified
		Qualitative	during the attery assessment. Departing aircraft require a decondition mixet to be provided by Mandon ATC for separation with other traffic.	In long the suffery assessment. Depending arrang with require a deconfiction survice to be provided by Manston ATC for separation with other staffic- thoread a confit between departing ajourch and deconfit and the state of the state of the state wicely of OVE VOR. Mitigated by height estimation of the state of the state of the state to ensure departing staffic remains below arrivals staffic.	during the talkity assessment.	during the authory assessment. Prototenal loss of an arcraft detrification in Wordsman cutares, requirin implementation of technical or operational migration of the immungaci of wind turbine generator's on PSR.	during the sufety assessment. Potential loss of an arcraft detrification in Wordsmon Cutter, requiring implementation of tachnical or operational migration for the impact of wind turbine generator's on PSR.	during the safety assessment.	during the safety assument.	during the suffix assessment.	Laring the suffex assistance. The procedure is a follow to the current and proposed Southerd CTAL. Protential loss of aircraft identification is Windfam- Manner, requiring implementation of actioncal or chardinary, requiring implementation of actioncal the state of the state of the state of the state withing generator's on PSR.	with arrayace used for avoitats catvites associated with given from Challoa alrelide. Potential conflic between heavy transport aircrift of glober. Littles to subquarkly migginger, glober and glober. Littles to subquarkly migginger, glober likely to offer robust separation between Manston and Challoa's traffic.	during the safety assessment. The procedure is close to the Southend CTA.	during the safety assessment. The procedure is to does to the current and proposed Southerd CTAL. Peternal loss of aircraft destrictions in Windform Andre and Andre a	with airgace usef for arrobatic activities accostate with gives from Childo and Irefald. Potentia conflict between heavy transport around and gives. Tubles a solganatily mitigate; gilders dig values. Tubles a solganatily mitigate; gilders likely to offer robust apparation between Manison and Challock traffic.	during the safety assummer. The procedure is close to the Southend CTA.	during the addry assessment.

INITIAL OPT	IONS APPRAIS	AL		· · · · · · · · · ·											
		Summary of Analysis	Minimum practicable impact from approach. MAP minimises noise impact and although slightly longer	Rejected - Minimum practicable impact from annroach Missed annroach has greater noise	Rejected - Minimum practicable impact from anoroach. Greater poise impact of the missed	Minimum noise impact and minimum track miles, reducing emissions. Fastern Initial Annroach	Rejected - Minimum practicable impact from anninach Missed anninach has greater noise	Minimum noise impact and minimum track miles, reducing emissions. Fastern Initial Anormach	Rejected - Minimum practicable impact from annrnach Missed annrnach has ereater noise	Aircraft will be required to hold VFR away from the airport notentially increasing the poise impact in	Rejected - greater noise impact than the south west option	Rejected - greater noise impact than the south west option	Hold situated over sparsely populated areas, minimising poise impact. Aircraft will hold for the	Rejected - does not allow for any protection of aircraft during the critical stages of flight	Minimum impact on noise and emissions, other than minor redistribution of existing GA traffic
			than the southern MAP option, most of the	impact than the previous option due to proximity to	approach due to further overland track and	Segment significant safety impact with gliders so	impact due to further overland track and proximity	Segment significant safety impact with gliders so	impact due to further overland track and proximity	the local area. Aircraft will hold for the minimum			minimum amount of time, reducing the impact of		Unlikely to cause funnelling of aircraft or have a
			procedure is over the sea. Potential to move the	populated area. Longest MAP option, although mos	st proximity to larger built-up areas. Represents	this aspect of the procedure rejected, retaining the	to larger built-up areas. Represents shortest track	this aspect of the procedure rejected, retaining the	to larger built-up areas. Represents shortest track	amount of time, reducing the impact of emissions.			emissions. Hold will not be used when commercial		significant impact on GA versus the introduction of
			Hold position away from the Windfarm whilst remaining over the sea.	of the procedure is over the sea. Potential to move the Hold position away from the Windfarm whilst	 shortest track miles therefore minimal fuel burn and emissions. Safety impact with eliders. Rejected 	south western Initial Approach Segment. Potential to move the Hold position away from the Windfarm	miles therefore minimal fuel burn and emissions. MAP and Hold position has significant safety impact	south western Initial Approach Segment. Potential to move the Hold position away from the Windfarm	miles therefore minimal fuel burn and emissions. MAP and Hold position has significant safety impact	Should the airport decide not to install an NDB, GA aircraft will be required to hold VFR away from the			aircraft are inbound on an approach procedure due to possible conflict with the MAP.		CAS Required to provided protection of aircraft during critical stages of flight when arriving.
				remaining over the sea.	on safety grounds.	whilst remaining over the sea.	with gliders. Rejected on safety grounds.	whilst remaining over the sea.	with gliders. Rejected on safety grounds.	airport, hence this option is taken forward.					departing or flying in the vicinity of the airport.
				Rejected in favour of lower noise impact of											
				previous option.											
Group			RWY 28 ILS/RNAV MAP North (Eastern)	RWY 28 ILS/RNAV MAP North (Western)	RWY 28 ILS/RNAV MAP South	RWY 10 ILS/RNAV 2,500ft Approach MAP North	RWY 10 ILS/RNAV 2,500ft Approach MAP South	RWY 10 ILS/RNAV 3,000ft Approach MAP North	RWY 10 ILS/RNAV 3,000ft Approach MAP South	NDB Hold Baseline (Do Minimum)	NDB Hold North East	NDB Hold North West	NDB Hold South West	Regulated Airspace (Do Minimum)	Aerodrome Traffic Zone (ATZ)
Communities	Noise impact on health	Initial Options Appraisal:	The initial part of this proposed procedure is over	The initial part of this proposed procedure is over	The initial part of this proposed procedure is over	Aircraft joining the approach from the north will	Aircraft joining the approach from the north will	Aircraft joining the approach from the north will	Aircraft joining the approach from the north will	With this option, aircraft holding will vary,	For this option, aircraft would be required to hold	For this option, aircraft would be required to hold	For this option, aircraft would be required to hold	There will be no noise impact associated with this	The introduction of an ATZ will have a minimal
	and quality of life	Qualitative	the sea, so does not affect any communities.	the sea, so does not affect any communities.	the sea, so does not affect any communities.	remain over the sea. However, aircraft will join the	remain over the sea. However, aircraft will join the	remain over the sea. However, aircraft will join the	remain over the sea. However, aircraft will join the	therefore the noise impact cannot be confined to	over Ramsgate and Broadstairs (including the	over the outskirts of Birchington meaning there will	around the outskirts of Cliffs End, Minster and	option.	impact in terms of noise, other than the
			Aircraft will have to overfly Ramsgate, located only	Aircraft will have to overfly Ramsgate, located only 2.2 pautical miler from touchdown, making it	Aircraft will have to overfly Ramsgate, located only 2.2 mutical miler from touchdown, making it	approach from the south overland in an area with summous small villages and hamlets. The figal	approach from the south overland in an area with	approach from the south overland in an area with numerous small villages and hamlets. The final	approach from the south overland in an area with summercur recall ullaner and hamletr. The final	sparsely populated areas. Aircraft operating on VFR	turning portion of the hold) meaning that noise	be a noise impact to some degree for certain boursholds in Rischloston. Other than Rischloston	Moniton (including the turning portion of the hold) Other than the identified areas, the remainder of	-	redistribution of existing GA traffic, but overflight
			unavoidable. The MAP overflies sparsely populated	unavoidable. The MAP overflies sparsely populated	unavoidable. However, in terms of the MAP,	approach segments do overfly the town of Herne	approach segments do overfly the town of Herne	approach segments do overfly the town of Herne	approach segments do overfly the town of Herne	levels over the surrounding areas.	is also in close proximity to various schools and	the remainder of this hold flies over sparsely	this hold flies over sparsely populated areas.		May result in redistribution of noise impact than
			areas, having a limited noise impact on local	areas, although it does fly closer to the village of St	although this option flies over sparsely populated	Bay, but this is unavoidable due to the location and	Bay, but this is unavoidable due to the location and	Bay, but this is unavoidable due to the location and	Bay, but this is unavoidable due to the location and		care homes. Greater noise impact than the Do	populated areas. Greater noise impact than the Do	Compared to the previous two options, this		the Do Minimum option with different rather than
			communities in terms of noise until the aircraft heads back out over the sea. No change to the	Nicholas-At-Wade (compared to the previous option) until the aircraft heads back out over the	areas, compared to previous options, there is an extended overflight of land which passes close to	orientation of the RWY. Likewise, the MAP would overfly Ramsgate, which is unavoidable due to its	orientation of the RWY. Likewise, during a MAP aircraft would overfly Ramsgate, which is	orientation of the RWY. Likewise, during a MAP aircraft would overfly Ramsgate, which is	orientation of the RWY. Likewise, during a MAP aircraft would overfly Ramsgate, which is		Minimum option.	Minimum option.	proposed option impacts less communities in terms of noise. Noise impact will be more concentrated		more population affected.
			noise impact of the approach due to the location	sea. No change to the noise impact of the approach	many villages before reaching the sea. No change to	o position in relation to the RWY. Noise impact likely	unavoidable due to its position in relation to the	unavoidable due to its position in relation to the	unavoidable due to its position in relation to the				but over a sparsely populated area so likely to be		
			and proximity of Ramsgate to the runway. Noise	due to the location and proximity of Ramsgate to	the noise impact of the approach due to the	to be greater than the Do Minimum option due to	RWY. Additionally, the overland transit to the hold	RWY. Noise impact likely to be greater than the Do	RWY. Additionally, the overland transit to the hold				less people affected than the Do Minimum option.		
			Minimum option.	concentrated than the Do Minimum option.	Noise impact of MAP likely to be greater with	concentration further from the runway.	Noise impact likely to be greater than the Do	an IFP with more concentration further from the	Noise impact likely to be greater than the Do						
			-		extended overland track and more concentrated		Minimum option due to the design requirements of	runway.	Minimum option due to the design requirements of						
					than the Do Minimum option.		an IFP with more concentration further from the runway. Noise impact of MAP likely to be greater		an IFP with more concentration further from the norway. Noise impact of MAP likely to be greater						
							with extended overland track and more		with extended overland track and more						
							concentrated than the Do Minimum option.		concentrated than the Do Minimum option.						
Communities	Air Quality	Initial Options Appraisal:	There will be an impact on Local Air Quality on	There will be an impact on Local Air Quality on	There will be an impact on Local Air Quality on	There will be an impact on Local Air Quality as	There will be an impact on Local Air Quality as	There will be an impact on Local Air Quality as	There will be an impact on Local Air Quality as	Aircraft only hold for the minimum amount of time	The hold will be flown at 2,000 ft so there will be	The hold will be flown at 2,000 ft so there will be	The hold will be flown at 2,000 ft so there will be	There will be no air quality impact associated with	An ATZ will allow for a greater distribution of air
		Qualitative	Ramsgate from aircraft flying this approach	Ramsgate from aircraft flying this approach	Ramsgate from aircraft flying this approach	aircraft descend below 1,000 ft on the final	aircraft descend below 1,000 ft on the final	aircraft descend below 1,000 ft on the final	aircraft descend below 1,000 ft on the final	necessary, so there is a limited air quality impact.	no impact on the Local Air Quality. No change to	no impact on the Local Air Quality. No change to	no impact on the Local Air Quality. No change to	this option.	traffic in the vicinity of Manston, which will spread
			procedure. Ramsgate is only 2.3 nautical miles	procedure. Ramsgate is only 2.3 nautical miles	procedure. Ramsgate is only 2.3 nautical miles	approach. Although generally over a sparsely	approach. Although generally over a sparsely	approach. Although generally over a sparsely	approach. Although generally over a sparsely		the Do Minimum option.	the Do Minimum option.	the Do Minimum option.		the impact over a wider area as opposed to a more
			unavoidable. The MAP will have an impact on Local	unavoidable. The MAP will have an impact on Local	unavoidable. The MAP will have an impact on Local	Nicholas-At-Wade below 1,000 ft, which is	Nicholas-At-Wade below 1,000 ft, which is	Nicholas-At-Wade below 1,000 ft, which is	Nicholas-At-Wade below 1,000 ft, which is						to the Do Minimum option.
			Air Quality, although over a sparsely populated	Air Quality. Although over a sparsely populated	Air Quality. Although sparsely populated, the route	unavoidable due to the position of the village in	unavoidable due to the position of the village in	unavoidable due to the position of the village in	unavoidable due to the position of the village in						
			area. No change to the Do Minimum option.	area, the route is closer to the village of St Nicholas At Wade than the new iour option. No change to	is closer to a number of villages and hamlets that will be imported. No chapter to the Do Minimum.	relation to the runway. The MAP will overfly the town of Ramrate below 1 000 ft which will have	relation to the runway. The MAP will overfly the town of Romenste below 1 000 ft which will brun	relation to the runway. The MAP will overfly the town of Rammante below 1 000 ft which will have	relation to the runway. The MAP will overfly the town of Romante below 1 000 ft which will brun						
				the Do Minimum option.	option.	an impact on the Local Air Quality. No change to	an impact on the Local Air Quality. No change to	an impact on the Local Air Quality. No change to	an impact on the Local Air Quality. No change to						
					1	the Do Minimum option.	the Do Minimum option.	the Do Minimum option.	the Do Minimum option.						
Wider Society	Greenhouse Gas impact	Initial Options Appraisal:	The procedure incorporates a continuous descent	The procedure incorporates a continuous descent	The procedure incorporates a continuous descent	The procedure incorporates a continuous descent	The procedure incorporates a continuous descent	The procedure incorporates a continuous descent	The procedure incorporates a continuous descent	Aircraft only hold for the minimum amount of time	The use of the NDB hold by GA aircraft may	The use of the NDB hold by GA aircraft may	The use of the NDB hold by GA aircraft may	There will be no greenhouse gas impact associated	Although the introduction of an ATZ may result in
		Qualitative	profile, to be flown at optimum aircraft	profile, to be flown at optimum aircraft	profile, to be flown at optimum aircraft performance and represents the most direct fileba	profile, to be flown at optimum aircraft	profile, to be flown at optimum aircraft	profile, to be flown at optimum aircraft	profile, to be flown at optimum aircraft performance and represents the most direct flicks	necessary, so there is a limited greenhouse gas	increase airborne time and track miles flown	increase airborne time and track miles flown	increase airborne time and track miles flown	with this option.	the re-routing of some GA traffic in the local area, it is not likely to significantly increase the number of
			path, minimising track miles and emissions. The	path, minimising track miles and emissions. The	path, minimising track miles and emissions. The	path, minimising track miles and emissions. The	path, minimising track miles and emissions. The	path, minimising track miles and emissions. This	path, minimising track miles and emissions. This		the Do Minimum option.	the Do Minimum option.	the Do Minimum option.		track miles flown with minimal impact on
			Missed Approach Procedure is slightly longer (1.9	Missed Approach Procedure is slightly longer (1.8	Missed Approach Procedure represents the	Missed Approach Procedure represents the	Missed Approach Procedure represents the	option will be slightly longer than the previous	option will be slightly longer than the previous	1					emissions. It may lead to GA aircraft flying at a
			miles) than the southern option. The MAP is an	miles) than the southern option. The MAP is an	minimum practicable track miles flown. The MAP is	minimum practicable track miles flown. The MAP is	minimum practicable track miles flown. The MAP is	options due to the increased height profile. The	options due to the increased height profile. The						higher altitude, thereby reducing emissions.
			by its nature may require maximum engine power	by its nature may require maximum engine power	but by its nature may require maximum engine	but by its nature may require maximum engine	but by its nature may require maximum engine	minimum practicable track miles flown. The MAP is	minimum practicable track miles flown. The MAP is						option if GA fly at a higher altitude.
			setting. More efficient profile should result in less	setting. More efficient profile should result in less	power setting. More efficient profile should result	power setting. More efficient profile should result	power setting. More efficient profile should result	an emergency 'go-around' procedure seldom used,	an emergency 'go-around' procedure seldom used,						
			impact than the Do Minimum option.	impact than the Do Minimum option.	in less impact than the Do Minimum option.	in less impact than the Do Minimum option.	in less impact than the Do Minimum option.	but by its nature may require maximum engine	but by its nature may require maximum engine						
								in less impact than the Do Minimum option.	in less impact than the Do Minimum option.						
wider society	capacity and resilience	Oualitative	with NATS and the FASI-S programme, in	with NATS and the FASI-S programme. In	with NATS and the FASI-S programme. In	with NATS and the FASI-S programme. In	with NATS and the FASI-S programme, in	with NATS and the FASI-S programme. In	with NATS and the FASI-S programme. In	benefits with no standardised holding process in	Inis Hold procedure meets the aims of the Airspace Modernisation Strategy by providing modernisation	Inis Hold procedure meets the aims of the Airspace Modernisation Strategy by providing modernisation	Modernisation Strategy by providing modernisation	for Manston and does not meet the poals of the	amount of capacity and resilience available. Aircraft
			accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	accordance with the UK Airspace Modernisation	place.	and increase situational awareness outside	and increase situational awareness outside	and increase situational awareness outside	Airspace Modernisation Strategy. Any aircraft	movements will be more spread out and managed
			Strategy. This option enables a consistent approach	Strategy. This option enables a consistent approach	Strategy. This option enables a consistent approach	Strategy. This option enables a consistent approach	Strategy. This option enables a consistent approach	Strategy. This option enables a consistent approach	Strategy. This option enables a consistent approach		controlled airspace. This option offers increased	controlled airspace. This option offers increased	controlled airspace. This option offers increased	movements would be disjointed and unevenly	in an effective way compared to existing
			to aircraft arriving from the airway system from the east. This enables increased capacity, efficiency and	to aircraft arriving from the airway system from the west. This enables increased capacity, efficiency	e to aircraft arriving from the airway system from the south. This enables increased capacity and	e to aircraft arriving from the airway system from the west. This enables increased capacity, efficiency	to aircraft arriving from the airway system from the west. This enables increased capacity and	to aircraft arriving from the airway system, enabling increased capacity and efficiency and	to aircraft arriving from the airway system, enabling increased capacity and efficiency.		capacity and resilience.	capacity and resilience.	capacity and resilience.	spread.	arrangements.
			reduced track mileage.	and reduced track mileage.	efficiency.	and reduced track mileage.	efficiency.	reduced track mileage.							
General Aviation	Access	Initial Options Appraisal:	This route would have minimal impact on other	This route would have minimal impact on other	This route would have minimal impact on other	Although this procedure does not impose any	Although this procedure does not impose any	Although this procedure does not impose any	Although this procedure does not impose any	This route would have minimal impact on other	This route would have minimal impact on other	This route would have minimal impact on other	This route would have minimal impact on other	This route would have minimal impact on other	The introduction of an ATZ will have an impact on
		Qualitative	airspace users.	airspace users.	airspace users.	restrictions on access for GA, the final approach	restrictions on access for GA, the final approach	restrictions on access for GA, the final approach	restrictions on access for GA, the final approach	airspace users. However, in line with the Airspace	airspace users.	airspace users.	airspace users.	airspace users.	GA access. If this option is taken forward, GA pilots
						track is only 1.5 nautical miles north of Maypole	track is only 1.5 nautical miles north of Maypole	track is only 1.5 nautical miles north of Maypole	track is only 1.5 nautical miles north of Maypole	Modernisation Strategy, efforts should be made to					would be required to contact ATC and request
						restrictive to GA traffic transiting across the	restrictive to eliding operations at Challock Airfield	restrictive to GA traffic transiting across the	restrictive to aliding operations at Challock Airfield	airspace. This option does not.					permission to enter the AIZ. Any pilots who are unwilling or unable to do so cannot enter the ATZ.
						Thames Estuary, who are already constrained by	and Kent Gliding Club would be affected.	Thames Estuary, who are already constrained by	and Kent Gliding Club would be affected.						restricting their airspace access, compared to the
						Southend Airport CTA, Shoeburyness Danger Area		Southend Airport CTA, Shoeburyness Danger Area							existing Class G airspace arrangements.
General Aviation /	Economic impact from	Initial Ontions Apprairal:	The introduction of PPN procedurer coordinated	The introduction of SGN procedures coordinated	The introduction of DBN procedurer coordinated	The introduction of PBN procedurer coordinated	The introduction of DBN procedures coordinated	The introduction of DBN reproducer coordinated	The introduction of SQN procedurar coordinated	There will be a limited economic impact accorded	No channe to the baceline	No change to the baceline	No chapte to the bareline	The economic impact of no regulated aircoace will	The economic impact of an ATZ will be realized as a
commercial airlines	increased effective	Qualitative	with NATS and other FASI-S sponsors will contribute	with NATS and other FASI-S sponsors will contribute	e with NATS and other FASI-S sponsors will contribute	e with NATS and other FASI-S sponsors will contribute	with NATS and other FASI-S sponsors will contribute	with NATS and other FASI-S sponsors will contribute	with NATS and other FASI-S sponsors will contribute	with this option, although additional track milage	no change to the blacking.	no change to the beating.	no change to the baseline.	be a potential increase in aircraft fuel costs due to	greater number of movements will be handled in a
	capacity		to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	to the delivery of associated benefits including	(and therefore cost) may be required based on the				avoidance action and additional track mileage	more efficient way due to the procedures and
			increased effective capacity which is predicted to have direct and indirect economic benefits for	increased effective capacity which is predicted to have direct and indirect economic benefits for	increased effective capacity which is predicted to have direct and indirect economic benefits for	increased effective capacity which is predicted to have direct and indirect economic benefits for	increased effective capacity which is predicted to have direct and indirect economic benefits for	increased effective capacity which is predicted to have direct and indirect economic benefits for	increased effective capacity which is predicted to have direct and indirect economic benefits for	'See and Avoid' principle.				required by aircraft to avoid conflicts.	surveillance associated with an ATZ.
			airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.	airlines and general aviation.						
General Aviation /	Fuel burn	Initial Options Appraisal:	Flown at optimum aircraft performance and with	Flown at optimum aircraft performance and with	Flown at optimum aircraft performance and with	Flown at optimum aircraft performance and with	Flown at optimum aircraft performance and with	The procedure incorporates a continuous descent	The procedure incorporates a continuous descent	Aircraft only hold for the minimum amount of time	Any holding pattern requires a greater amount of	Any holding pattern requires a greater amount of	Any holding pattern requires a greater amount of	Within un-regulated airspace, there is an increased	d Aircraft within an ATZ will be handled in a far more
commercial airlines		Qualitative	continuous descent profile to minimise fuel burn.	continuous descent profile to minimise fuel burn.	continuous descent profile to minimise fuel burn.	continuous descent profile to minimise fuel burn.	continuous descent profile to minimise fuel burn.	profile, to be flown at optimum aircraft	profile, to be flown at optimum aircraft	necessary, so there is a limited fuel burn impact.	fuel burn to some degree, simply by it's very nature	fuel burn to some degree, simply by it's very nature	fuel burn to some degree, simply by it's very nature	likelihood of additional fuel burn caused by the	efficient manor, reducing the overall track mileage
			with an associated increase in fuel hum. The MAP	Ine MAP is signify further than the southern option with an associated increase in fuel hum. The MAP	associated decrease in fuel hum. The MAP is an	flown. The MAP is an emergency procedure.	flown. The MAP is an emergency procedure	performance and represents the most direct hight path minimising fuel hurn. This ontion will be	performance and represents the most direct fight path minimising fuel hum. This option will be		or aircraft circling the skies prior to landing. This ontion is in close provimity to Manston, so fuel	or aircraft circling the skies prior to landing. This ontion is in close provimity to Maoston, so fuel	ontion is in close provimity to Manston so fuel	needs for aircraft to carry out avoidance action or fly greater track mileage to avoid conflicts	and fuel burn associated with any potential see and avoid manoeuvres required by VER flights to
			is an emergency procedure requiring maximum	is an emergency procedure requiring maximum	emergency procedure requiring maximum engine	requiring maximum engine power settings but it is	requiring maximum engine power settings but it is	slightly longer than the previous options due to the	slightly longer than the previous options due to the		burn assisted with transit between the hold and the	burn assisted with transit between the hold and the	burn assisted with transit between the hold and the		maintain safe separation. Possible small positive
			engine power settings but it is typically rarely used.	engine power settings but it is typically rarely used.	power settings but it is typically rarely used. More	typically rarely used. More efficient profile should	typically rarely used. More efficient profile should	increased height profile. The Missed Approach	increased height profile. The Missed Approach		airfield is minimised, resulting in reduced fuel burn.	airfield is minimised, resulting in reduced fuel burn.	airfield is minimised, resulting in reduced fuel burn.		impact to the Do Minimum option if GA fly at a
			than the Do Minimum option.	than the Do Minimum option.	the Do Minimum option.	result in less impact than the bo winimum opport.	result in less impact than the bolimining option.	track miles flown. The MAP is an emergency	track miles flown. The MAP is an emergency		No change to the bo Minimum opport.	No charge to the bo minimum option.	No change to the bo winimum option.		nigher alocobe.
								procedure requiring maximum engine power	procedure requiring maximum engine power						
					1	1		settings but it is typically rarely used. More efficient profile should result in less impact than the Co-	settings but it is typically rarely used. More efficient profile should result in less import than the 7-						
								Minimum option.	Minimum option.						
Commercial airlines	raining costs	initial Options Appraisal: Qualitative	At this stage, the development of Manston Airport is too immature to consider airline training costs	At this stage, the development of Manston Airport is too immature to consider airline training contr	At this stage, the development of Manston Airport is too immature to consider airline training contr	At this stage, the development of Manston Airport is too immature to consider airline training contr	At this stage, the development of Manston Airport is too immature to consider airline training costs	At this stage, the development of Manston Airport is too immature to consider airline training costs	At this stage, the development of Manston Airport is too immature to consider airline training costs	At this stage, the development of Manston Airport is too immature to consider airline training costs	At this stage, the development of Manston Airport is too immature to consider airline training costs	At this stage, the development of Manston Airport is too immature to consider airline training costs	At this stage, the development of Manston Airport is too immature to consider airline training costs	At this stage, the development of Manston Airport is too immature to consider airline training costs	At this stage, the development of Manston Airport is too immature to consider airline training control
				in and it is a second se		cont.	in and it is a second se		cont.			con.			
Commercial airlines	Other costs	Initial Options Appraisal:	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to	Other costs to operators may include updates to		The use of the NDB hold would be for GA aircraft	The use of the NDB hold would be for GA aircraft	The use of the NDB hold would be for GA aircraft		No associated cost to commercial airlines with the
		Qualitative	aircraft Flight Management Systems (FMS) and	aircraft Flight Management Systems (FMS) and	aircraft Flight Management Systems (FMS) and	aircraft Flight Management Systems (FMS) and	aircraft Flight Management Systems (FMS) and	aircraft Flight Management Systems (FMS) and	aircraft Flight Management Systems (FMS) and		only. No associated cost to commercial airlines with	only. No associated cost to commercial airlines with	only. No associated cost to commercial airlines with	n	introduction of an ATZ.
			navigation databases. Due to the scale of operations, some cost may be incurred to create	navigation databases. Due to the scale of operations, some cost may be incurred to create	navigation databases. Due to the scale of operations, some cost may be incurred to create	navigation databases. Due to the scale of operations, some cost may be incurred to create	navigation databases. Due to the scale of operations, some cost may be incurred to create	navigation databases. Due to the scale of operations, some cost may be incurred to create	navigation databases. Due to the scale of operations, some cost may be incurred to create		the introduction of the hold.	the introduction of the hold.	the introduction of the hold.		
			operational procedures specific to Manston if	operational procedures specific to Manston if	operational procedures specific to Manston if	operational procedures specific to Manston if	operational procedures specific to Manston if	operational procedures specific to Manston if	operational procedures specific to Manston if						
			required.	required.	required.	required.	required.	required.	required.						
Airport / Air	Infrastructure costs	Initial Options Appraisal:	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option		The cost assisted with realising this specific option	The cost assisted with realising this specific option	The cost assisted with realising this specific option		The cost assisted with realising this specific option
provider		-constitutione	CNS equipage is within the scope of the wider	CNS equipage is within the scope of the wider	CNS equipage is within the scope of the wider	CNS equipage is within the scope of the wider	CNS equipage is within the scope of the wider	CNS equipage is within the scope of the wider	CNS equipage is within the scope of the wider		ONS equipage is within the scope of the wider	CNS equipage is within the scope of the wider	CNS equipage is within the scope of the wider		CNS equipage is within the scope of the wider
			Manston Airport Development Programme.	Manston Airport Development Programme.	Manston Airport Development Programme.	Manston Airport Development Programme.	Manston Airport Development Programme.	Manston Airport Development Programme.	Manston Airport Development Programme.		Manston Airport Development Programme.	Manston Airport Development Programme.	Manston Airport Development Programme.		Manston Airport Development Programme.
Airport / Air	Operational costs	Initial Options Appraisal:	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by	Operational costs are not predicted to vary by
navigation service provider		qualitative	munnudal option.	inaviaual option.	mumulai option.	murviatial option.	murviudal option.	munulai option.	mumuuli option.	munwudai option.	marviaual option.	murvuulai option.	munnudal option.	municulal option.	manydual option.
Airport / Air	Deployment costs	Initial Options Appraisal	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv	Development costs are not predicted to varv hv
navigation service		Qualitative	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	individual option.	Individual option.	individual option.	individual option.	individual option.	individual option.
provider			1		1	1		1							
					1	1		1							
Safety Assessment	Safety Assessment	Initial Options Appraisal:	No significant safety implications were identified	No significant safety implications were identified	Safety conflict with gliders in Class G airspace. MAI	P Safety conflict with gliders in Class G airspace. The	Safety conflict with gliders in Class G airspace. The	Safety conflict with gliders in Class G airspace. The	Safety conflict with gliders in Class G airspace. The	No significant safety implications were identified	Safety conflict with commercial aircraft executing a	Safety conflict with commercial aircraft executing a	Safety conflict with commercial aircraft executing a	No significant safety implications were identified	No significant safety implications were identified
		Qualitative	during the safety assessment. Aircraft executing	during the safety assessment. Aircraft executing the	e routes overland through an area used by gliders	southernmost Initial Approach Segment	southernmost Initial Approach Segment	southernmost Initial Approach Segment	southernmost Initial Approach Segment	during the safety assessment.	MAP. Not possible to deconflict traffic in the	MAP. Not possible to deconflict traffic in the	MAP. Not possible to deconflict traffic in the	during the safety assessment.	during the safety assessment.
			the MAP will require a deconfliction service to be provided by Manston ATC for convertion with other	MAP will require a deconfliction service to be provided by Manston ATC for convertion with other	to the base of CASI 7, 000 ± (CASIA). Given	commensurate with airspace used for aerobatic activities associated with alideer from Challest	commensurate with airspace used for aerobatic activities associated with eliders from Challent	commensurate with airspace used for aerobatic activities associated with elideer from Challest	commensurate with airspace used for aerobatic activities associated with nicker from Challent		overnead Hold from aircraft executing a MAP. Possible wake turbulence rick to VEP traffic '= the	overnead Hold from aircraft executing a MAP. Possible wake turbulence risk to VEP traffic in the	overnead Hold from aircraft executing a MAP. Possible wake turbulence vick to MEP traffic in the		
			traffic. An LOA/MOU agreement between Manston	traffic. An LOA/MOU agreement between Manstor	n detectable by Primary Surveillance Radar and	airfield. Potential conflict between heavy transport	airfield. The Hold is positioned overhead Challock	airfield. Potential conflict between heavy transport	airfield. The Hold is positioned overhead Challock		hold. Mitigated by not allowing the Hold to be used	hold. Mitigated by not allowing the Hold to be used	hold. Mitigated by not allowing the Hold to be used	5	
			Airport and Maypole airfield will mitigate any	Airport and Maypole airfield will mitigate any	unlikely to be transponder/ radio equipped. Unable	aircraft and gliders. Unable to adequately mitigate:	airfield and airspace used for gliding activities.	aircraft and gliders. Unable to adequately mitigate:	airfield and airspace used for gliding activities.		by GA aircraft when aircraft are inbound on an	by GA aircraft when aircraft are inbound on an	by GA aircraft when aircraft are inbound on an		
			potential conflict between heavy transport and GA	potential conflict between heavy transport and GA aircraft. The Hold is positioned comband the Theorem	to adequately mitigate: gliders may not be radio	gioers may not be radio equipped and an	notential conflict between heavy transport aircraft	gibers may not be radio equipped and an	Potential conflict between heavy transport aircraft		approach procedure.	approach procedure.	approach procedure.		
			Offshore Windfarm. Potential loss of aircraft	Offshore Windfarm. Potential loss of aircraft	robust separation between Manston and	between Manston and Challock traffic. The Hold is	may not be radio equipped and an LOA/MOU not	between Manston and Challock traffic. The Hold is	may not be radio equipped and an LOA/MOU not						
			identification in Windfarm clutter, requiring	identification in Windfarm clutter, requiring	Waldershare traffic.	close to the current and proposed Southend CTAs as	likely to offer robust separation between Manston	very close to the current and proposed Southend	likely to offer robust separation between Manston						
			imprementation of technical or operational mitigation for the impact of wind turbine	implementation of technical or operational mitigation for the impact of wind turbine	1	wei as being positioned overhead the Kentish Flats Offshore Windfarm, Potential loss of aircraft	and unallock traffic. The Hold is also positioned close to the London TMA with the notential for CAS	LIAS and Shoeburyness Danger Area D138, with significant risk that aircraft could infringe this	and challock traffic. The Hold is also positioned close to the London TMA, with the notential for CAS						
			generators on PSR.	generators on PSR.	1	identification in Windfarm clutter, requiring	infringement.	airspace. Hold is also positioned overhead the	infringement.	1					
			1		1	implementation of technical or operational		Kentish Flats Offshore Windfarm. Potential loss of							
			1		1	generators on PSR.		ancial identification in Windfarm clutter, requiring implementation of technical or operational							
			1		1	1	1			1					
								mitigation for the impact of wind turbine							
								generators on PSR.							
								mogation for the impact of wind turbine generators on PSR.							