

WOODNESBOROUGH PARISH COUNCIL

Clerk to the Parish Council

Date 1st June 2020

Manston Airport Team

RiverOak Strategic Partners

Dear Sirs

I am responding to the consultation regarding the reinstatement of Manston Airport as a freight hub and possible passenger terminal.

Following a full discussion at our last meeting of the Woodnesborough Parish Council, a majority of the councillors felt that they are unable to agree to the reinstatement of Manston as a working air freight hub or passenger airport. In the light of recent events where air pollution has decreased significantly, to the benefit of all, it was felt that an increase in air traffic at this time would not be desirable. It was felt that the pollution, both of emissions and noise, of the air traffic from the airport was unacceptable in the current climate of care for the planet. In addition, it was felt that the noise disruption to the local villages would be detrimental to rural life.

It is understood that the plan would bring employment to the area but the majority did not feel that this outweighed the negatives.

Yours sincerely

PP.

Chair

Woodnesborough Parish Council

From: manstonairspace
Sent: 04 June 2020 14:38
To: Woodnesborough Parish Council
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

'RSP may share your personal data with third parties in relation to the proposed development of Manston Airport. Please refer to our Privacy Policy on our website www.rsp.co.uk/privacy-policy for details.'

From: Woodnesborough Parish Council <wood.pc@yahoo.com>
Sent: 01 June 2020 15:54
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Please see attached from Woodnesborough Parish Council

Regards,

Clerk to the Parish Council

By communication with this Council by e-mail, you consent to such correspondence being monitored or read by any other officer or members of the Council. Woodnesborough Parish Council is a data controller under GDPR. Our privacy notice at <http://www.woodnesboroughpc.kentparishes.gov.uk/> explains how we use and share personal information and protect your privacy and rights.

On Thursday, 21 May 2020, 12:26:07 BST, manstonairspace <manstonairspace@communityrelations.co.uk> wrote:

Dear

Last week (12 May) we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

In recognition of the pressures on many organisations and individuals as a result of the COVID-19 crisis we have taken the decision to extend the deadline for providing feedback from Friday 22 May to Friday 19 June.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups, the dates of which are to yet to be confirmed.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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manstonairspace

From: manstonairspace
Sent: 20 May 2020 17:20
To:
Cc:
Subject: ns

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will keep this in mind as we continue to engage with you further as our proposals develop.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From:
Sent: 13 May 2020 12:21
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:
Subject: Design Options

Dear RiverOak,

You are currently inviting comments up to 22nd May on your application to the CAA for airspace change for your proposed reopening on Manston.

Your proposals make no mention of the Kent Gliding Club which operates from a long established airfield with its own airspace rights in the vicinity of Westwell beacon, one of the highest points in Kent.

Please make sure this omission is corrected and you respect and avoid any possible conflict with the operations of the Gliding Club.

It would appear that your proposals shown in fig 1 attached, for the airport operating left hand departures in Runway 28 mode, could be in conflict with the prior rights of the Gliding Club .

your sincerely

Westwell Parish Council

From: manstonairspace
Sent: 04 June 2020 14:58
To: David Wallin
Subject: RE: Manston ACP Stage 2

Dear Councillor

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

'RSP may share your personal data with third parties in relation to the proposed development of Manston Airport. Please refer to our Privacy Policy on our website www.rsp.co.uk/privacy-policy for details.'

From
Sent: 22 May 2020 12:37
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Manston ACP Stage 2

Sirs,

Enclosed are my feelings regarding the re-opening of Manston Airport.

In case you don't open attached files, the text is also shown below the logo and above the disclaimer at the end of this message.

With kindest regards, I remain,

Westgate-on-Sea Town Council

[uk/](#)



Message -

Report of my input, views & comments regarding

**RiverOak Strategic Partners' proposals for
Manston Airport**

22nd May 2020

Following are my *personal* feelings/views on RiverOak Strategic Partner's current proposals for Manston Airport

About Me

- I am an elected Westgate-on-Sea Town Council Town Councillor.
- I have lived on the Isle-of-Thanes since I was about 7, predominately in Cliffsend & Westgate-on-Sea, and I'm now 49.
- My father, now retired, did hold an Commercial Pilot's Licence for several years and I have had a PPL lesson from Manston -
 - From memory, we took off (Instructor in control) in a westerly direction (so, Runway 28) and landed (me at the controls) in the same direction, so Runway 28 again.
- These are my personal feelings and thoughts on the proposal for the reopening of Manston Airport.

General – Runways & Direction

- Runways are used in both directions and the direction used is decided on the varying wind, weather & atmospheric conditions - this isn't down to choice, it is a necessity.

Planes land and take off in the same direction, which is **into the wind** (headwind) - the only time in which the direction you use a runway in would change, is when the direction of the wind has changed (significantly).

- Further, it isn't down to the flight crew, or pilot, to decided which direction you use, that is decided by the ATC (Air Traffic Control - unless it is a non-ATC airport, which Manston wouldn't be).
- Not only do the atmospheric conditions & weather affect the choice of which direction to use on the runway, but it also has an influence on which route to use (as does the position of other aircraft at that time).

As a result you cannot say, as I believe some may have, that 'Runway 10 is not acceptable in any direction' as this also means, intrinsically, that Runway 28 is not available - and that simply means no to the whole airport.

Local Wildlife

- Interestingly, I was talking to another local Councillor (not a WoSTC one though) and he informed me that since Manston has closed, the bird population on the Herne Bay coast has actually *declined* - so it makes sense that restarting flights over there might increase the number.
 - Now, I realise that might sound strange, but I trust the Councillor who told me to have been accurate in his claim.

Noise

- From a 'noise' point of view, I would state that I genuinely do not think that many people will be concerned by the, relatively low, level of noise that these planes will make. I most certainly won't be -
- I live a mere 400' from the train line and don't have an issue with the trains, though they are probably far louder, respectively, than the planes would be.
- St. Saviours School & Westgate Cricket Pitch are both around 900' feet away and I often hear noise from these places - again, the planes overhead will probably be quieter.
- I, and many others, would love to see planes flying over the area and would actually quite like to hear them.
 - I know someone in Ramsgate, who lives less than 2 miles from the easterly end of the runway, so would have a number of planes going directly over his house, yet he who would welcome seeing and hearing them.
 - Planes are much quieter today than they were when Manston was a heavily used airport - so there will be far less noise today than there was 30 years ago, even if the Airport becomes far busier than it was.
Further, military planes are often noisier than civilian ones and Manston used to be a military airport.
 - For the aspect of noise -
 - A heavy diesel lorry going at 25mph and about 25' away has a noise level of 85dBa.
 - A medium aircraft descending, at a height of 1,000' only has a level of 70dBa (which isn't that loud, as it is quieter than a lorry just 25' away). 1,000' is generally the point of 'wheels down' and is generally less than 3 minutes from touchdown (about 3 nautical miles away - 3.4 miles or 5.5 kilometres).
 - If approaching directly in-Line with the runway from the east, this point is actually over sea rather than land and the time over land until touchdown would be under 3 minutes (covering under 3 miles). So, the 'noise' wouldn't be that loud on the ground, or last that long – the last km flown is over farmland anyway.
 - If approaching 180° from this (so from the west, thus landing travelling in an easterly direction), then it is about 3 miles to the nearest habited location (St. Nicholas at Wade), but if travelling slightly to the North, then the closest is Beltinge, over 6 miles away (I'd estimate the altitude to be in the region of 1,800' to 2,800' at this range, depending on the aircraft).
 - Some planes are, or seem, quieter on the approach to landing than just after take-off and for some it is the opposite – so, whilst the paragraphs above are indeed 'one-way' (landing), these seem fair figures to use and I'd expect them to roughly cover both take-off and landing situations.

Direction

- There are almost no times that an aircraft (fixed-wing - i.e., not a 'helicopter' type of flying machine) won't take off, and land, into the wind - granted a military one might (say a Harrier Jump Jet), but anything else will try to **take-off into the wind** where possible.
- Where airports have two parallel runways, such as Gatwick & Heathrow, then *usually* one is used for take-offs and the other for landings, but however they do it, both are used in the same travelling direction (interestingly, one of Gatwick's runways is shorter than Manston's and the other is longer - OK, of no real relevance, just an interesting point!).
- Some airports have perpendicular runways, so they can take off in heavy winds that come, on a regular basis, from different directions (sometimes these runways cross each other and sometimes they don't) but this isn't a requirement from the atmospheric & weather conditions that happen at Manston.
- The reason for going into the wind, which sounds a bit odd at first, is that it is actually quicker/better/easier to take off, or land, into the wind (called a headwind), rather than with the wind behind you & pushing you (a tailwind) - common sense suggests that wind pushing you would help, but it doesn't.

So, take-off direction is entirely weather-based (yes, if there is no wind, or it is lower than about 5 knots, then it is no longer really a factor, but that's not at all a common situation – particularly as we aren't talking about ground level airspeed).

- Going into the wind means that your airspeed is faster than your ground speed, so you get airborne sooner. Many/most runways are located where they are, and built at the angle they are, to take advantage of the most common wind directions in that area.
- You take off into the wind, as, that way you get more lift, quicker - and the main aim of a take-off is to get off of the ground and getting to what's referred, in aviation parlance, to 'wheels up', as soon as you can.
- Flight paths for landing are basically fixed and involve waiting in a 'holding pattern' in the 'relative design envelopes' (that's the name for the airspace where the planes 'wait' – basically, flying in repeating circles! Before GPS was upon us, at Gatwick, this used to be a 4-minute oval, but I don't know if it still is). These areas are basically fixed, though they can be changed (Heathrow are looking at this, both with their current runways and, significantly, if they get runway number 3).

Initial flight paths are partially designed based on local winds, but also to take account of other nearby airports - though 'nearby' in this context covers slightly further away than we'd generally take nearby to mean.

- For landings:
 - Runway 28's relative design envelope has two areas, both of which are over the sea, so both look fine (though the southern one might involve a tiny bit of flying over the Deal coast – perhaps this should be moved a few miles further east?).
 - For Runway 10, one is over the sea (or the Thames estuary, to be more accurate) and the other is over Canterbury, which isn't as good - but, as three of the four 'waiting' areas are basically over the sea, this shouldn't get too much use.

Naturally, if after waiting in any of these areas the plane suffers from a MAP (in plain English - simply doesn't manage to land, aborts the approach and overflies) then they will be over land again. If using Runway 10, they'd be back over the sea in no time at all and for 28 it wouldn't take much longer.

- For take-offs:

- Whatever the runway, for take-off, the crew are given a route and they follow it - as it says in Section 2.2 of RSP's Manston Appendix A, the directions shown are 'representative only' and it could really be any degree around the compass.
- The exact route given will depend on numerous matters, including weather, other aircraft and the destination and will be dictated by the local Air Traffic Control.
- The key thing is that, when within an ATC's area, the flight crew do **exactly** what they tell you to - they are 'in charge', as they can see far more what's going on and know about other factors that the flight crew simply don't.
 - Flight crews *always* bow down to the ATC's instructions.
- In principle, when flying at a low altitude, it is slightly 'better' aerodynamically for the plane, to be over water than land (as there is less turbulence), so ATC would probably prefer to get the planes over water (the North Sea or the Channel) as soon as they can, whatever direction they have taken off from, but they wouldn't do this if there were other factors preventing it.

Conclusion

- Other than thinking that the holding area to the south east of the airport should be moved east by, say, 10 miles, I have no issues with the proposal.

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For further information, please refer to westgateonsea.gov.uk

Report of my input, views & comments regarding

**RiverOak Strategic Partners' proposals for
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Following are my *personal* feelings/views on RiverOak Strategic Partner's current proposals for Manston Airport

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Initial flight paths are partially designed based on local winds, but also to take account of other nearby airports - though 'nearby' in this context covers slightly further away than we'd generally take nearby to mean.

- For landings:
 - Runway 28's relative design envelope has two areas, both of which are over the sea, so both look fine (though the southern one might involve a tiny bit of flying over the Deal coast – perhaps this should be moved a few miles further east?).
 - For Runway 10, one is over the sea (or the Thames estuary, to be more accurate) and the other is over Canterbury, which isn't as good - but, as three of the four 'waiting' areas are basically over the sea, this shouldn't get too much use.

Naturally, if after waiting in any of these areas the plane suffers from a MAP (in plain English - simply doesn't manage to land, aborts the approach and overflies) then they will be over land again. If using Runway 10, they'd be back over the sea in no time at all and for 28 it wouldn't take much longer.

- For take-offs:
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Conclusion

- Other than thinking that the holding area to the south east of the airport should be moved east by, say, 10 miles, I have no issues with the proposal.

From: manstonairspace
Sent: 09 June 2020 13:09
To:
Subject: RE: Feedback from Westgate on Sea Town Council

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From <townclerk@westgateonsea.gov.uk>
Sent: 08 June 2020 20:12
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Feedback from Westgate on Sea Town Council
Importance: High

Good evening

Following the request for input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport, the Town Council has the following feedback and comments.

MANSTON AIRPORT

In response to Figures in Annexes A1 to A4, I have observed from the information presented as follows.

Runway 28 :

##Left Hand Departures : there are x7 routes shown.

x6 of the routes avoid Westgate - directed towards Acol, Sarre, and then radiating towards Sheerness, Folkestone, Ashford, St Margaret-at-Cliffe, Sandwich to Goodwin Sands and Sandwich along the coast past Ramsgate.

x1 route comes round on itself back over Manston and out/over Westbrook/Margate.

Comment :

- Route over Sandwich of concern re coast protection for "Thanet Coast and Sandwich" and flight path over town.
- Route via Sandwich along coast past Ramsgate of concern re coast protection for "Thanet Coast and Sandwich Bay".
- Route reversing back over Manston out/over Westbrook/Margate of concern re coast protection for "Thanet Coast" and flight path over the two towns (at 3,000ft).

##Right Hand Departures : there are x7 routes shown.

X7 routes avoid Westgate - directed towards St Nicholas/Herne Bay out to Sheppey; Acol/Reculver out to Thames Estuary/Essex; Acol/Birchington out to sea.

X3 routes flying via Acol/Birchington/out to sea then turn right :

- x1 along coast past Margate on the right
- x1 over Westbrook across Broadstairs and Ramsgate towns
- x1 over Westbrook, Manston, Sandwich

Comment :

- The first x4 routes would be preferable route options as less impactful on Thanet towns and heading away from Thanet [at 3,000’].
- The last x3 routes are of concern re coast protection for “Thanet Coast” and “Thanet Coast and Sandwich” areas and flight path over the towns (at 3,000ft).

Re flight Constraints :

3,000’ Sturry/Blean : Herne Bay/Swalecliffe & out to sea 4,000’ Rough Common/Chartham/Hernhill : Swalecliffe/Seasalter & out to sea 5,000’ Chartham/Hernhill : Seasalter & out to sea [5,000’ is the level at which path joins the en-route airspace structure shared with nearby airports] Flight ascent from Manston on these pathways appears gradual with time and airspace to plan and navigate. This seems a sensible option from a safety perspective.

Runway 10 :

Left Hand Departures : there are x7 routes shown.
x7 routes fly immediately around the Thanet coastline.
x2 of the routes fly directly over Westgate.

Comment :

- - Concern re coast protection of “Thanet Coast”.
- Concern re impact on Thanet towns : Ramsgate, Broadstairs, North Foreland, Margate, Westgate [flights at 3,000’].

##Right Hand Departures : there are x7 routes shown.

x7 routes fly over Ramsgate immediately after leaving Manston.
x5 routes fly over Ramsgate and Sandwich before turning right again Impacting Cliffsend/Pegwell Bay/Sandwich Flats/Sandwich Bay.

Comment :

- Concern re coast protection of “Thanet Coast” and “ Thanet Coast and Sandwich”.
- Concern re direct impact on Ramsgate town [flights at 3,000’].

Re flight Constraints :

3,000’ Ramsgate/Sandwich/Ash : Margate/Westgate 4,000’ Birchington/Reculver : Wingham/Upstreet 5,000’ Reculver/Broomfield : Bekesbourne/Littlebourne Flight ascent from Manston appears fast and almost immediate due to limited airspace and joins the en-route airspace structure very quickly after take-off. I question the safety of this.

Summary :

Runway 10 : is not acceptable in any direction and presents a question about safety relating to take-off and ascent due to limited airspace.

Runway 28 :

x4 of the x7 left hand Departures could be considered. x6 of them avoid Westgate.
Preferable to remove the following routes :
- x2 routes over Sandwich
- x1 route over Westbrook/Margate.

x4 of the x7 right hand Departures could be considered. x7 of them avoid Westgate.

Preferable to remove the following routes :

- x1 along coast past Margate on the right
- x1 over Westbrook across Broadstairs and Ramsgate towns
- x1 over Westbrook, Manston, Sandwich

Flight ascent from Manston on the Runway 28 pathways appears gradual with time and airspace to plan and navigate. This seems a sensible option from a safety perspective.

The points relating to conservation/protection should be carefully considered with a request to include this as part of the Consultation which will be carried out in the near future. We would welcome to see evidence of the measures you propose to put in place to address conservation/protection directly related to the operation of Manston Airport.

For landings, Runway 28's relative design envelope has two areas, both of which are over the sea, so both look fine (though the southern one might involve a tiny bit of flying over the Deal coast).

For Runway 10, one is over the sea (or the Thames estuary, to be more accurate) and the other is over Canterbury, which isn't as good - but, as three of the four 'waiting' areas are basically over the sea, this shouldn't get too much use. Naturally, if after waiting in any of these areas the plane suffers from a MAP (in plain English - simply doesn't manage to land, aborts it and overflies) then they will be over land again, but if using Runway 10, they'd be back over the sea in no time at all.

Whatever the runway, for takeoff, the crew are given a route and they follow it - as it says in Section 2.2 of RSP's Manston Appendix A, the directions shown are 'representative only' and it could really be any degree around the compass. The exact route given will depend on numerous matters, including weather, other aircraft and the destination. The key thing is, that when within an ATC's area, you do **exactly** what they tell you to - they are 'in charge', as they can see far more what's going on and know about other factors that the flight crew simply don't. Flight crews *always* bow down to the ATC's instructions. In principle, when flying at a low altitude, it is slightly 'better' aerodynamically for the plane, to be over water than land (as there is less turbulence), so ATC would probably prefer to get the planes over water (the North Sea or the Channel) as soon as they can, whatever direction they have taken off from, but they wouldn't do this if there were other factors preventing it.

I genuinely do not think that many people will be concerned by the relatively low level of noise that these planes will make.

- I live a mere 400' from the train line and don't have an issue with the trains, which are probably louder, respectively, than the planes would be.
- St. Saviours School & the cricket pitch are both around 900' feet away and I often hear noise from these places - again, the planes will probably be quieter.
- I, and many others, would like to see planes flying over the area and would actually quite like to hear them.
- I know someone in Ramsgate who lives less than 2 miles from the easterly end of the runway, with several of the routes going directly over his house and he would welcome seeing & hearing planes overhead.
- Planes are much quieter today than they were when Manston was a heavily used airport, so there will be far less noise today than there was 30 years ago - even if the Airport becomes far busier. Also, military planes are often noisier than civilian ones and Manston used to be a military airport.
- For the aspect of noise -
 - A heavy diesel lorry going at 25mph and about 25' away has a noise level of 85dBa
 - A medium aircraft descending at 1,000' only has a level of 70dBa (and the 'concerns' were raised in connection with flights at 3,000', where it would be far quieter).

In conclusion the suggested alteration is that the holding area to the south east of the airport should be moved east by approximately 10 miles.

I hope that this is helpful and if you have any queries please do not hesitate to contact us.

Kind regards

Town Clerk and Responsible Financial Officer
Westgate-on-Sea Town Council

Telephone:

Website: www.westgateonsea.gov.uk

Twitter: @WestgateonSeaTC

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This email is from Westgate on Sea Town Council. The contents of this email and any attachments are confidential to the intended recipient. They may not be disclosed to or used by or copied in any way by anyone other than the intended recipient. If this email is received in error, please contact us at townclerk@westgateonsea.gov.uk quoting the name of the sender and the email address to which it has been sent and then delete it.

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Manston Airport Design Option Review Stage 2.CAP1616.

Background

From beginning to end this whole matter has failed to bring together a resolution of the manifold concerns of those whose lives and businesses will be badly affected if this is given approval, even before a sod is turned in rebuilding the infrastructure.

This appendix is not about the lack of connecting infrastructure, or the lack of transparency over the financing of this scheme or even the possibility of 'night flights'.

RSP (RiverOak Strategic Partners) [the applicant] act as if Thanet has not changed since 1970, that tolerance of noise, pollution and disruption is also not changed. Manston was never a mainstream RAF/USAF airbase because of the problem of noise and pollution.

Traditionally most air bases were located in open country, where population densities are low.

A commercial airport on the other hand require high population densities, which is why Gatwick and Heathrow are so successful and Manston is derelict.

Building new runways at Gatwick or Heathrow is controversial, because of the noise and pollution, but they both have excellent connectivity and are strategically placed to service the needs of a large population.

Although surrounded on three sides by sea, Manston is still in a heavily built up area however, because of a combination of its location and inadequate transport links this airport is not in a favourable strategic location.

East Midlands is a major cargo airport because of its transport links and the nearest Towns are 10 miles away, not at the end of the runway.

Proposal

The applicants, RSP, appear, in this appendix to convince the CAA, that aircraft can safely take off from Manston under various situations and illustrate their proposals with projected flight plans under these situations.

The CAA is expecting RSP to deliver proposals to minimise noise and pollution under 7000 ft, while not affecting other aviation users.

Bearing in mind that any of the flight plans require flight over a highly concentrated urban area and a RAMSAR site and several SSI's, this is a tall order.

Respondents to the consultation are invited to suggest approval or alternatives to these flight paths.

Response

Analysing the proposals makes it clear that Ramsgate is disadvantaged because almost every option involve aircraft flying over part or all of the town.

Deal and Walmer do not escape on some of the options because aircraft might overfly the coast taking in Sandwich, Deal and Walmer, so these towns potentially join Ramsgate in receiving daily disturbance from noise and pollution.

An aircraft needs maximum thrust to take off and to climb to a cruising altitude. Only when that altitude is reached do they throttle back and begin to cruise. The sort of aircraft using Manston will not be brand new, with all the various noise and pollution reducing technology, they will likely be older versions of the Boeing 747 or possibly Airbus A300/310 etc.

In the past Manston has attracted some veritable antiques and in the current buyers' market for airfreight one can only imagine what might turn up.

We would hope that the Civil Aviation Authority will not accept assurances at face value, and will carefully scrutinise, any proposal that relies heavily on flights likely to be using older and less efficient aircraft over a densely populated built up area, surrounded by some very sensitive sites of special scientific interest.

manstonairspace

From: manstonairspace
Sent: 20 May 2020 13:52
To: Clerk - Walmer Parish Council
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Good afternoon,

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

'RSP may share your personal data with third parties in relation to the proposed development of Manston Airport. Please refer to our Privacy Policy on our website www.rsp.co.uk/privacy-policy for details.'

From: Clerk - Walmer Parish Council <clerk@walmercouncil.co.uk>
Sent: 20 May 2020 12:14
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Good Afternoon,
Please see the attached report agreed by Walmer Parish Councils Planning Committee
All documents provided by Manston Airspace were discussed and the attached documents has been selected to forward on to you by our Chairman
Kind Regards

Walmer Parish Council

Tel:

clerk@walmercouncil.co.uk

www.walmercouncil.co.uk

Walmer Parish Council Office will be closed following the Government COVID-19 advice.

The Parish Council is still functioning but home working. Please either email clerk@walmercouncil.co.uk or telephone *e can access the answerphone.*

- Council committee meetings will now be going ahead via 'Zoom' Video Conference, details of how to join will be posted on our website or available by calling or emailing the office.
- **Planning:** - Walmer Parish Council is carrying out its function as a statutory consultee on planning applications in Walmer and will hold committee meetings on the Zoom platform as outlined above. Visits to applicants will be not be carried out at the present time due to social distancing restrictions.
- **Allotment Holders:-** Please contact us by email or telephone as above.

This e-mail, including any attachments, is intended for the above addressee(s) only and may contain marked material up to RESTRICTED and should be handled accordingly. If you are not the intended recipient (or authorised to receive it on behalf of the addressee), please notify the sender immediately by return e-mail and then delete the message without copying it or disclosing it to anyone. Precautions have been taken to ensure that this is a virus-free message but recipients are responsible for carrying out their own checks. This Council accepts no responsibility for loss or damage to any hardware, software or data resulting from this e-mail. By communication with this Council by e-mail, you consent to such correspondence being monitored or read by any other officer of the Council. Walmer Parish Council may be required to disclose emails or any responses to them under the Freedom of Information Act 2000, unless the information is covered by one of the exemptions in the Act.

Sent from [Mail](#) for Windows 10

From: [manstonairspace](#)
Sent: Tuesday, May 12, 2020 12:27 PM
To: walmerparish@btconnect.com
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From: manstonairspace
Sent: 22 June 2020 18:10
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

'RSP may share your personal data with third parties in relation to the proposed development of Manston Airport. Please refer to our Privacy Policy on our website www.rsp.co.uk/privacy-policy for details.'

From
Sent: 19 June 2020 16:00
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Thank you for offering us the opportunity to comment on these design options.

We don't really have any major comments at this stage. The indicative options seem sensible and in line with the initial design principles.

The one point we would make would be to question the rationale for including NDB approach procedures in any new design in the 2020s. Provided that any RNP approaches include multiple lines of minima (LPV, LNAV/VNAV, LNAV) this should be sufficient.

However, we look forward to seeing more detail at the next stage of the process.

Best regards

Manager – Aeronautical Services and Air Traffic Management (ATM)
Virgin Atlantic Airways Ltd
Tel
virginatlantic.com



From: manstonairspace <manstonairspace@communityrelations.co.uk>
Sent: 15 June 2020 11:32
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Good morning,

On the 12th May we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

This is a gentle reminder that the deadline for providing feedback on these designs is this Friday 19th June.

If you have already responded with your feedback, please be assured that we will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From: manstonairspace
Sent: 23 June 2020 09:27
To:
Subject: rt Design Option Review Stage 2 CAP1616

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From
Sent: 10 June 2020 10:26
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:
Subject: Manston Airport Design Option Review Stage 2 CAP1616

Dear Sir/Madam,

Please find attached Thanet District Council's response on the current consultation for RSP's airspace change proposal.

Yours sincerely

Chief Executive

----- Forwarded message -----

From: manstonairspace <manstonairspace@communityrelations.co.uk>
Date: Thu, 21 May 2020 at 12:24
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline
To: madeline.homer@thanet.gov.uk <madeline.homer@thanet.gov.uk>

Dear

Last week (12 May) we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

In recognition of the pressures on many organisations and individuals as a result of the COVID-19 crisis we have taken the decision to extend the deadline for providing feedback from Friday 22 May to Friday 19 June.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups, the dates of which are to yet to be confirmed.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

'RSP may share your personal data with third parties in relation to the proposed development of Manston Airport. Please refer to our Privacy Policy on our website www.rsp.co.uk/privacy-policy for details.'

--

Chief Executive

Direct dial telephone:

Fax: (01843) 290906

e-mail

Web: www.thanet.gov.uk



Thanet District Council Stage 2 Design Options Response
Wednesday 10th June 2020



Thanet District Council is disappointed that our previous comments regarding the expansion of the design principles and the prioritisation of minimising aircraft emissions, as opposed to other airspace users, were not taken into account/acted upon. As outlined previously, Thanet District Council has declared a climate emergency and is fully committed to reducing emissions as part of the development of wider environmental strategy and policies. Measures within the DEFRA Clean Air Strategy 2019 and Aviation 2050: the future of UK Aviation 2018 Green Paper must be incorporated into the airspace design process.

Notwithstanding any views on the future of the Airport site, Thanet District Council welcomes the opportunity to provide comments on the developing design options for departures from and arrivals to runway 28 and runway 10 at Manston Airport. These comments are based on the revised Appendix A submitted to the Council on Tuesday 12th May 2020, specifically the figures in Annexes A1-A4.

The design of the routes must:

- Avoid overflying of sensitive areas, specifically schools, care institutions, special educational needs facilities and Thanet Coast and Sandwich Bay Special Protection Area (SPA) and Wetland of International Importance under the Ramsar Convention (Ramsar Site).
- Avoid overflying all towns and villages in the district where possible.

On this basis, the following design envelopes for departures **should not be used**:

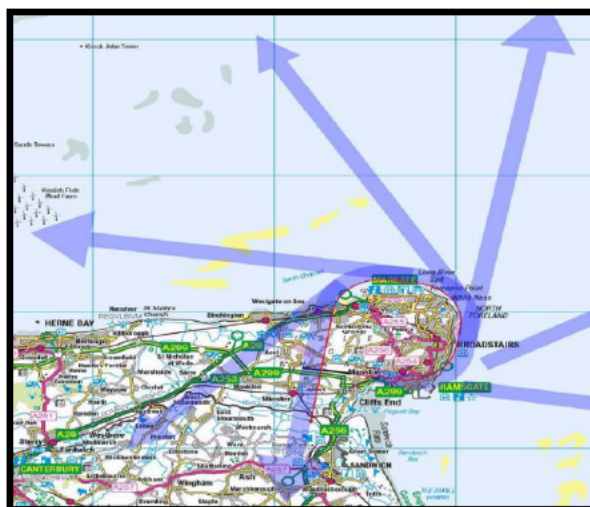
- Figure 1 Runway 28 Left-Hand Departures travelling in the northerly direction and north-easterly direction should not be used.



- Figure 2 Runway 28 Right-Hand Departures travelling in the easterly direction, south-easterly direction and southerly direction should not be used (shown below).



- Figure 3 - Runway 28 Departures ANSP Constraints - No routes shown on plan.
- Figure 4 - Runway 10 Left-Hand Departures - All routes that travel around the Thanet Coast should not be used (shown below).



- Figure 5 - Runway 10 Right-Hand Departures travelling in the northerly direction and north-westerly direction should not be used (shown below on following page).

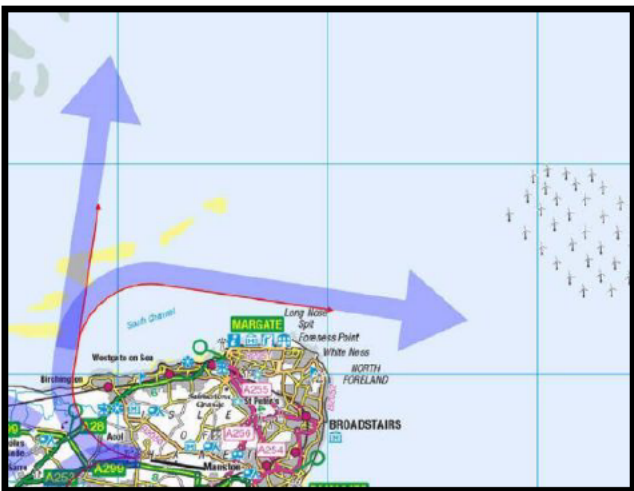


- Figure 6 – Runway 10 Departures (ANSP Constraints) travelling in the northerly direction should not be used (shown below).



A3 Runway 28 Approach and Missed Approach

Any approach or missed approach routes to Runway 28 should avoid overflight of the Thanet Coast and Pegwell Bay Special Protection Area. Therefore the easterly direction missed approach route should not be used (shown below).



A4 Runway 10 Approach and Missed Approach

No comments on Figures 10 and 11. The missed approach routes for Runway 10 should avoid overflight of the urban areas and Thanet Coast and Pegwell Bay Special Protection Area where possible, therefore northerly and southerly routes should not be used (shown below).



From: manstonairspace
Sent: 22 June 2020 18:17
To: Thanet Greens
Subject: RE: Manston ACP Stage 2

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

'RSP may share your personal data with third parties in relation to the proposed development of Manston Airport. Please refer to our Privacy Policy on our website www.rsp.co.uk/privacy-policy for details.'

From: Thanet Greens <thanetgreenparty@gmail.com>
Sent: 19 June 2020 12:27
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Manston ACP Stage 2

Dear RSP

We are responding to your request for input into your airspace design options review, as per your email to "Manston Airport Design Option Review Stage 2 CAP1616", on 5th May. In your Explanatory Leaflet, you state: *"We are seeking your input again as we develop design options which align with the design principles you helped us shape in stage 1. It is important that we understand and consider any concerns you have related to the design options."*

We have considered the documents you sent and wish to register our deep concern that **all the potential takeoff and landing routes you identify will severely adversely affect local communities.** Your original PEIR document highlighted the 'severe adverse effects' you anticipated on communities including Ramsgate, but from these documents it appears these may apply across a much wider area, whichever routes are chosen.

- **Design Principle 3** states: "Procedures should be designed to minimise the impact of noise below 7,000 feet" - yet from the information you have provided it appears that noise is likely to have severe adverse effects not only Ramsgate but the whole of Thanet, Sandwich, Deal, Herne Bay and beyond.

In his letter to the Secretary of State for Transport on 20th May, the Independent Commissioner on Civil Aviation noise (ICCAN) highlighted noise management as 'a key priority when aviation levels increase' again after the Covid crisis. He points out: *"The public will need to trust that the rebuilding of the aviation industry - at whatever pace - is done in a sustainable way. The decisions taken when rebuilding cannot be at any cost and this applies to the detrimental effects of noise on the public, as much as it does to climate change concerns.... We must build on decisions taken recently by airlines, such as the*

early retirement of some of the older and noisier fleet of aircraft, and implement a clear, consistent and transparent approach to noise mitigation. Given the particular health impacts of noise on some communities around airports, it is of paramount importance that noise management and mitigation is properly considered.”

Our response: 1) As you are aware from our and many other respondents' comments during the Planning Inspectorate Inquiry, Thanet in particular suffers from extremely poor physical & mental health outcomes which are likely to be gravely exacerbated by the high levels of noise you propose. We can see no justification for inflicting such damage.

2) Thanet and the surrounding area depends, as you know, heavily on tourism, which in Thanet pre-Covid was Thanet's only growth area for employment. The visitor economy has inevitably suffered severe damage during the Covid crisis, and noise and emissions from low-flying cargo planes would further damage this vital employment sector.

- **Design Principle 4 states: 'Where practicable, designs should seek to minimise the impact of noise on particularly sensitive areas'.** From what we can tell from the maps provided, several of your proposed routes would fly at low altitude over the Pegwell Bay SSSI/ Sandwich Bay RAMSAR site and others over the Goodwin Sands, designated a Marine Conservation Zone by DEFRA a year ago.

Our response: From the information at our disposal we conclude there is likely to be severe damage to these sensitive and important areas if these routes are adopted. We can see no justification for this.

- **Design Principle 5 states: "Designs should minimise the impact on other airspace users in the local area".**

Our response: If our understanding of the maps you provide is correct, other airspace users already occupy airspace close to your proposed routes to the North and West. In the light of the substantial likely reduction in demand for air travel following the Covid crisis, we would suggest that RSP should be seeking to collaborate with these neighbouring airspace users rather than compete with them. Your original business plan relied on taking business from other airports: this now appears even more unlikely than it did pre-Covid. In the light of the substantial excess capacity at existing functioning airports, we cannot see any rationale for reviving a former airport at this time.

- **Design Principle 6 states: "Procedures should be designed that minimise aircraft emissions to reduce air pollution."**

Our response: 1) We appreciate that this stakeholder consultation is not primarily concerned with emissions, but we wish to register our concerns once again about the severely negative potential effects of emissions from an additional airport on a population in Thanet already burdened with health problems, and on a visitor economy which has suffered badly during the Covid crisis.

2) We would further point out that emissions for which a cargo airport is responsible will not only come from planes but from the greatly increased road traffic it generates. Haulage vehicles are not known for their positive impact on air quality, and nor are cargo planes, which as you are well aware sadly tend to be procured from amongst the "early retire(d)... older and noisier fleet of aircraft" from passenger services mentioned by ICCAN. The negative impact of numerous road haulage vehicles on local air quality will be exacerbated by the extremely poor road system of East Kent, leading to a multiplier effect of emissions. East Kent's poor road transport infrastructure is one reason why Manston is an inappropriate location for a cargo airport, and in current circumstances in particular we can see no justification for attempting to establish one here.

3) The Government's climate commitments which resulted in the recent Heathrow third runway decision apply as much in East Kent as they do in West London. Our local Councils in both Kent and Thanet have declared Climate Emergencies and committed to reducing carbon emissions substantially. Your proposals are incompatible with these commitments.

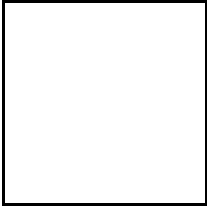
We look forward to participating further in a full consultation with all the communities across East Kent likely to be adversely affected by your proposals, if the Secretary of State approves your request for a Development Consent Order.

Yours,

Leader of Green Group, Thanet District Council
Green Councillor, Thanet District Council and Ramsgate Town Council
Green Councillor, Thanet District Council and Broadstairs Town Council
Chair, Thanet Green Party

To find out more about the Green Party and its policies, visit <https://www.greenparty.org.uk>

To join the Green Party, visit <https://register.greenparty.org.uk/>



manstonairspace

From: manstonairspace
Sent: 20 May 2020 13:48
To: Sutton Parish Council
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From: Sutton Parish Council <suttonbydoverpc@gmail.com>
Sent: 20 May 2020 13:21
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Good Afternoon

Sutton by Dover Parish Council would like to submit the following comments:

Annex A1

Figure 1

Left hand departures on runway 28 should be avoided if at all possible due to the smaller noise footprint afforded by using right hand departures.

Figure 2

The most northerly departure route will ensure the smallest noise footprint on runway 28.

Figure 3

No comment.

Annex A2

Figure 4

Noise pollution although inevitable for Ramsgate would appear to be minimised for surrounding areas if a straight out departure on runway heading was adopted.

Figure 5

Noise pollution although inevitable for Ramsgate would appear to be minimised for surrounding areas if a straight out departure on runway heading was adopted.

Figure 6

No comment

Annex A3

Figure 7

No comment

Figure 8

No comment

Figure 9

No comment

Annex A4

Figure 10

No comment

Figure 11

No comment

Figure 12

No comment

Regards

(Clerk)

On Tue, 12 May 2020 at 12:17, manstonairspace <manstonairspace@communityrelations.co.uk> wrote:

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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--

Click [here](#) to view the Sutton Parish Council Privacy Policy.

manstonairspace

From: manstonairspace
Sent: 20 May 2020 14:57
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dea

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

'RSP may share your personal data with third parties in relation to the proposed development of Manston Airport. Please refer to our Privacy Policy on our website www.rsp.co.uk/privacy-policy for details.'

From
Sent: 20 May 2020 14:38
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Good afternoon,

Thank you for your continued engagement with us as part of the airspace change process.

As we discussed in April, there are potential for several interactions between Southend and Manston procedures, and we would like to remain engaged as a key stakeholder throughout the CAP 1616 process. The technical appendix illustrates this well, and although we envisage that the majority of the interactions may be easily mitigated, especially if radar provision is in place at Manston, our key areas of concern geographically remain in the vicinity of Shoeburyness, the Isle of Sheppey and the Isle of Grain.

Should you require anything further from us at this stage please do not hesitate to contact me.

Kindest regards,



Head of Air Traffic Services

a: London Southend Airport. Southend-on-Sea, Essex. SS2 6YF
w: southendairport.com



Best Airport With Under 3 Million Passengers AOA Awards 2019
Rated Best London Airport Which? Magazine 2013-2019

From: manstonairspace <manstonairspace@communityrelations.co.uk>

Sent: 12 May 2020 11:56

To:

Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From: manstonairspace
Sent: 04 June 2020 14:19
To: kcarr
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 03 June 2020 12:10
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Manston Airport Team,

Thank you for your further invitation to comment on your airspace design.

Rochester Airport has no objections to what is being proposed.

Obviously, where possible, all routes should be over the water.

Please feel free to give me a call should you have any questions, in connection to my reply.

Regards,

Airport Manager
Rochester Airport Limited
Maidstone Road
Chatham
Kent

ME5 9SD

Company Registration Number 381565

Rochester Airport Limited, Maidstone Road, Chatham, Kent. ME5 9SD.

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: manstonairspace <manstonairspace@communityrelations.co.uk>

Date: 21/05/2020 12:21 (GMT+00:00)

To

Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Dear

Last week (12 May) we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

In recognition of the pressures on many organisations and individuals as a result of the COVID-19 crisis we have taken the decision to extend the deadline for providing feedback from Friday 22 May to Friday 19 June.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups, the dates of which are to yet to be confirmed.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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Ripple Parish Council

Manston Airport Team
RiverOak Strategic Partners

Via email: manstonairspace@communityrelations.co.uk

8th June 2010

Dear Sirs

Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Thank you for inviting Ripple Parish Council to engage in the airspace change process. Following a recent meeting where Councillors consulted on the above review, here is our response.

Although the proposed increase in jobs and boost to the economy would be welcome, we as a Parish Council do have environmental concerns.

Our main concerns are air pollution and noise pollution and therefore, we have several points of issue we would like to address with you as follows.

1. How many flights are expected to leave Manston every hour?
2. What are the expected hours of operation?
3. Are the planes modern and if not how old are they?
4. What will be the environmental impact, especially if using older planes?
5. Why are the flights not taking a more direct flight path across the sea as opposed to banking left and flying over land?

You state that based on comments received, you will refine your designs and seek further feedback from stakeholders through focus groups; I know the dates are yet to be confirmed but when they are, we look forward to receiving your response to the above issues.

Yours faithfully

(Clerk)

For & on Behalf of Ripple Parish Council

From: Clerk at Ripple Parish Council <clerk@rippleparish.co.uk>
Sent: 16 June 2020 19:37
To: manstonairspace
Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder
Attachments: Manston Airspace response to consultation 9.06.20.docx

Please find attached Ripple Parish Council letter in response to your feedback request.

--

Kind Regards

Clerk to Ripple Parish Council

On 11:48, 15th Jun 2020, manstonairspace wrote:

Good morning,

On the 12th May we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

This is a gentle reminder that the deadline for providing feedback on these designs is this Friday 19th June. If you have already responded with your feedback, please be assured that we will take this into account while reviewing design options and will continue to engage with you as our proposals develop. Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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manstonairspace

From: manstonairspace
Sent: 19 May 2020 16:25
To:
Subject: CP Stage 2

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From:
Sent: 14 May 2020 11:01
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:
Subject: Manston ACP Stage 2

Dear RSP,

Ramsgate Town Council's view has already explained to you in full and I shall not repeat it again for the purposes of this 'consultation'. As has been said previously our stated position against the revival of Manston airfield, is that of the majority of the Council, with a minority taking a contrary view.

RTC is the representative body for the Town, which elected its present incumbents on the basis of their policy on reviving Manston in May 2019; therefore it is the view of the town and must be considered as such. Opinions to the contrary from Manston airfield support groups notwithstanding.

It may be useful to summarise the position of the Council thus:

1. At no time has RSP managed to deliver a robust business case for the revival of Manston airfield.
2. The consultants reports that RSP relies upon are not credible and have been contrary to the significant number of consultant reports commissioned by Thanet District Council, by well recognised and respected aviation consultants.
3. There is an inadequate understanding of connecting a revived Manston airfield with key cargo hubs and delivery points, at a minimum of 80 miles away.
4. The financing of this project has not been transparent and gives cause for concern.
5. These flight plans and the intended amelioration from nuisance by sound and vibration are both inadequate and insubstantial.
6. RSP seems to have ignored the growing public concern over climate change and I note is prepared to subject sensitive areas of the local environment to noise and pollution.

7. The aviation industry was already experiencing adverse trading conditions prior to the Covid-19 pandemic, but in current forecasts by most analysts and operators, there is an almost catastrophic melt down, with no prospect of returning to the previous levels of load capacity for sometime if at all. To suggest to the contrary is literally 'flying in the face of the evidence on the ground'.
8. There will be excess capacity at Gatwick, Heathrow, Luton, Stansted and most of all at East Midlands, for some time, even if expansion at any or all of these sites does not take place within the next 5 years. All these airports are (a) in existence, (b) trading, (c) much better connected than Manston is ever likely to be and (d) in the case of East Midlands, without a conurbation at one end of its runway.
9. The other coastal towns on the channel coast are beginning to realise that Ramsgate, will not be the only coastal community affected and have expressed their concerns to me, and will respond to RSP accordingly.
10. Finally, at no time has RSP considered the likely economic damage to the economy of Ramsgate, should this project get approval. What we receive instead, is wildly inaccurate forecasts of thousands of jobs, with no clear indication of how or when they will materialise. RSP seems to prefer to engage with those who believe they will not be affected by the project or whose outlook is driven by a cognitive dissonance. Extraordinary claims of great gains in employment, must be backed up by extraordinary evidence, to do otherwise is both cruel and unfair to those whose future may depend on RSP delivering what it promises.

Yours faithfully,

Town Clerk

manstonairspace

From: manstonairspace
Sent: 19 May 2020 16:28
To:
Subject: Stage 2

Dear

Thank you for your email and interest in Manston Airport.

We will keep this in mind as we continue to engage with you further as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From
Sent: 14 May 2020 21:48
To: manstonairspace <manstonairspace@communityrelations.co.uk>

Subject: Re: Manston ACP Stage 2

To Ramsgate Town Councillors.

I refer to the email sent by _____ to RSP and _____ at 1100 hrs today, see above.
For the avoidance of doubt, I declare that _____ do not agree with _____ allegedly defamatory remarks.

In the event of any legal action against _____ or Ramsgate Town Council, we confirm that we were not party to the email, had no prior knowledge of its contents and will not be held responsible for any damages resulting from his outburst.

Other Ramsgate Town Councillors may wish to make their own personal position clear.

Best regards

Get [Outlook for Android](#)

From:
Sent: Thursday, 14 May 2020, 11:00
To: manstonairspace

Subject: Manston ACP Stage 2

Dear RSP,

Ramsgate Town Council's view has already explained to you in full and I shall not repeat it again for the purposes of this 'consultation'. As has been said previously our stated position against the revival of Manston airfield, is that of the majority of the Council, with a minority taking a contrary view.

RTC is the representative body for the Town, which elected its present incumbents on the basis of their policy on reviving Manston in May 2019; therefore it is the view of the town and must be considered as such. Opinions to the contrary from Manston airfield support groups non withstanding.

It may be useful to summarise the position of the Council thus:

1. At no time has RSP managed to deliver a robust business case for the revival of Manston airfield.
2. The consultants reports that RSP relies upon are not credible and have been contrary to the significant number of consultant reports commissioned by Thanet District Council, by well recognised and respected aviation consultants.
3. There is an inadequate understanding of connecting a revived Manston airfield with key cargo hubs and delivery points, at a minimum of 80 miles away.
4. The financing of this project has not been transparent and gives cause for concern.
5. These flight plans and the intended amelioration from nuisance by sound and vibration are both inadequate and insubstantial.
6. RSP seems to have ignored the growing public concern over climate change and I note is prepared to subject sensitive areas of the local environment to noise and pollution.
7. The aviation industry was already experiencing adverse trading conditions prior to the Covid-19 pandemic, but in current forecasts by most analysts and operators, there is an almost catastrophic melt down, with no prospect of returning to the previous levels of load capacity for sometime if at all. To suggest to the contrary is literally 'flying in the face of the evidence on the ground'.
8. There will be excess capacity at Gatwick, Heathrow, Luton, Stansted and most of all at East Midlands, for some time, even if expansion at any or all of these sites does not take place within the next 5 years. All these airports are (a) in existence,(b) trading,(c) much better connected than Manston is ever likely to be and (d) in the case of East Midlands, without a conurbation at one end of its runway.
9. The other coastal towns on the channel coast are beginning to realise that Ramsgate, will not be the only coastal community affected and have expressed their concerns to me, and will respond to RSP accordingly.
10. Finally, at no time has RSP considered the likely economic damage to the economy of Ramsgate, should this project get approval. What we receive instead, is wildly inaccurate forecasts of thousands of jobs, with no clear indication of how or when they will materialise. RSP seems to prefer to engage with those who believe they will not be affected by the project or whose outlook is driven by a cognitive dissonance. Extraordinary claims of great gains in employment, must be backed up by extraordinary evidence, to do otherwise is both cruel and unfair to those whose future may depend on RSP delivering what it promises.

Yours faithfully,

Town Clerk

From: manstonairspace
Sent: 22 June 2020 18:16
To: manstonairspace
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From:
Sent: 18 June 2020 15:26
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

please find attached my response to your stage 2 airspace design consultation

On Monday, 15 June 2020, 11:47:04 BST, manstonairspace <manstonairspace@communityrelations.co.uk> wrote:

Good morning,

On the 12th May we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

This is a gentle reminder that the deadline for providing feedback on these designs is this Friday 19th June.

If you have already responded with your feedback, please be assured that we will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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Response

1 Progress So Far, Paragraph 1.4

You state that “The work undertaken during Stage 1 helped to establish a prioritised shortlist of Design Principles to act as a framework against which Design Options will be drawn up.”

However it is unclear what responses you had to the original list nor how the priorities were evaluated.

In view of the very significant objections to the airport and its associated air traffic it is essential that you clarify how this list was evaluated.

It should be obvious that most objectors would place different priorities on the issues.

For example, this alternative list would place a higher priority on respondents concerns, rather than those seeking to operate the airport without concern for those affected.

REVISED TABLE 1

1	Procedures must be designed that minimise aircraft emissions to reduce air pollution
2	Designs must minimise the impact of noise on particularly sensitive areas
3	Procedures must minimise the impact of noise below 7,000 feet
4	Designs must make provision for multiple routes that can be used to spread the noise burden more equitably
5	Procedures must be designed to meet acceptable levels of flight safety
6	Procedures must be designed to minimise the number of track miles flown
7	Design options must accord with the CAA’s published Airspace Modernisation Strategy (CAP 1711) and any current or future plans associated with it
8	Designs must minimise the impact on other airspace users in the local area

In addition, Priority 2, above, has had “Where practicable' deleted, because sensitive areas must be protected, and also none of the other principles say 'where practicable'.

Likewise “should seek to” has been changed to “must”, because the priorities “minimise” impacts, so “should seek to” is too vague, and easily whitewashed away.

You may say that Priority 5, “Procedures must be designed to meet acceptable levels of flight safety” must be a top priority, but that is putting the cart in front of the horse.

For example, if procedures which minimise aircraft emissions cannot be designed to be safe, then they would be unacceptable.

So the initial design process must be to achieve Principles 1 to 4, and can then be assessed against 5 to 8.

As the Ramsgate Town Council response to you has shown, this process would yield no acceptable flight paths, hence it is obvious that the airport cannot operate, and these flight path proposals are unacceptable.

The only routes that might actually minimise impacts would be routes over the sea, well away from the coast and any bird migration routes.

This would also mean all departures on Runway 28 to the west, and then turning right over the sea.

2 Design Options

The primary focus of any route, as noted above, must be to go over the sea, well away from the coast and any bird migration routes.

A1 Runway 28 Departures:

None of the routes Shown in Fig 1 are acceptable

In Figure 2, except for the three routes going north west, north and north east all others are unacceptable.

A2 Runway 10 Departures

None of the routes shown in Figure 4, Left hand departures and Figure 5 Right-hand departures are possible, because they all go over Ramsgate at low level, causing unacceptable noise, disturbance and pollution to the 40,000 people who live there.

A3 Runway 28 Approaches

Likewise none of the approaches shown in Figs, 7, 8 and 9 acceptable.

A4 Runway 10 Approaches

Similarly none of the options shown in figures 10 and 11, are acceptable because they all go over Herne Bay, which like Ramsgate, has some 40,000 people who would suffer unacceptable noise, disturbance and pollution.

The Revised Figure 12, also shows the unacceptable impacts over Ramsgate.

Hence the conclusion is that there are no routes possible using both Runway 10 and Runway 28.

So this Airspace Change Proposal should be terminated now.

Response

1 Progress So Far, Paragraph 1.4

You state that “The work undertaken during Stage 1 helped to establish a prioritised shortlist of Design Principles to act as a framework against which Design Options will be drawn up.”

However it is unclear what responses you had to the original list nor how the priorities were evaluated.

In view of the very significant objections to the airport and its associated air traffic it is essential that you clarify how this list was evaluated.

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For example, this alternative list would place a higher priority on respondents concerns, rather than those seeking to operate the airport without concern for those affected.

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8	Designs must minimise the impact on other airspace users in the local area

In addition, Priority 2, above, has had “Where practicable’ deleted, because sensitive areas must be protected, and also none of the other principles say ‘where practicable’.

Likewise “should seek to” has been changed to “must”, because the priorities “minimise” impacts, so “should seek to” is too vague, and easily whitewashed away.

You may say that Priority 5, “Procedures must be designed to meet acceptable levels of flight safety” must be a top priority, but that is putting the cart in front of the horse.

For example, if procedures which minimise aircraft emissions cannot be designed to be safe, then they would be unacceptable.

So the initial design process must be to achieve Principles 1 to 4, and can then be assessed against 5 to 8.

As the Ramsgate Town Council response to you has shown, this process would yield no acceptable flight paths, hence it is obvious that the airport cannot operate, and these flight path proposals are unacceptable.

The only routes that might actually minimise impacts would be routes over the sea, well away from the coast and any bird migration routes.

This would also mean all departures on Runway 28 to the west, and then turning right over the sea.

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The primary focus of any route, as noted above, must be to go over the sea, well away from the coast and any bird migration routes.

A1 Runway 28 Departures:

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Likewise none of the approaches shown in Figs, 7, 8 and 9 are acceptable.

A4 Runway 10 Approaches

Similarly none of the options shown in figures 10 and 11, are acceptable because they all go over Herne Bay, which like Ramsgate, has some 40,000 people who would suffer unacceptable noise, disturbance and pollution.

The Revised Figure 12, also shows the unacceptable impacts over Ramsgate.

Hence the conclusion is that there are no routes possible using both Runway 10 and Runway 28.

So this Airspace Change Proposal should be terminated now.

From: manstonairspace
Sent: 15 June 2020 10:29
To: manstonairspace
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From:
Sent: 11 June 2020 11:47
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Manston Airport Design Option Review Stage 2 CAP1616

Dear RSP,

The Council has looked again at your response form and agreed these items. There was a dissenting view from 4 Cllrs but the remaining 12 have approved these documents. This ten is the considered view of the Council and as such is Council policy.

Regards,

Town Clerk

Manston Airport Airspace Design Commentary: RTC – Response appendix A

In addition to the comments contained in the main response. Two (2) other points are included here.

Distance from the runway

During its lifetime Manston airport operations constrained development near to the runway. Since its closure, those constraints have been relaxed and therefore if the airport is to reopen, there will need to be negotiations with developers and landowners whose capital assets will be affected by any reopening scheme. Unless this is done and completed successfully, the design will have to find some way to alter take off and landing flight paths, requiring a very substantial re-engineering of the runway, assuming that would be possible.

Risk premium

We also note that the putative target rival to a Manston air cargo hub, East Midlands airport is at least 10 miles away from any conurbation and should by some misadventure a plane malfunction on a landing circuit or take off operation, took place, the collateral damage to the local community would be less.

The accident involving British Midlands Boeing 737-400 on flight 92, on the 8th January 1989, showed that although 47 persons out of 118 passengers died, no one on the ground did so, as there were no dwellings on the flight path.

If we look at the crash of Pakistan International airways Airbus A320 on flight PK8303 on the 22nd May 2020 shows what can happen when even a relatively small wide-bodied jet crash lands in a built-up area. No reports have been given as to any deaths on the ground, but the damage to the area is extensive.

A cargo hub will not be operating new aircraft. Air cargo economics tend to mean operation of aircraft that are at least part way through their economic life span. It may also involve long distance flights, where the crew will have been on duty for some hours.

Incidents such as that in Karachi are a rarity but cannot be entirely ruled out. One incident such as this, even after a faultless level of safety for several years, would be enough to end air operations at Manston permanently.

The risk premium at Manston compared to East Midlands airport would be considerable.

Southend airport is in a similar situation, but it has kept operating and has not needed a planning enquiry to allow its runway extension. Were something similar to happen at Southend, it too could be adversely affected. It has other advantages, compared to Manston but these are not germane to this response.

As RSP have understood in some ways, that the whole planning process and flight safety documentation has to be written from scratch, as if Manston had never operated before. Much of the opinion written in favour of the Manston proposal, fails to take this into account and therein lies many of the misunderstandings.

Commentary on document “Manston Airport Airspace Design and Procedures Options Development Part 2, RSP, May 2020”

Introduction

RSP is developing an Airspace Change Proposal to establish airspace and operating procedures for flights to and from Manston in the event that the DCO is granted. Airspace change is regulated by the Civil Aviation Authority (CAA) and application by RSP must follow the seven stage CAP 1616 process.

In February 2020 ‘Stage 1 Define’ was accepted by the CAA. The current document from RSP relates to ‘Stage 2 Develop and Assess’. It covers the development of a range of ‘airspace options’, essentially flight paths for departing and approaching aircraft. The options are required to align with a prioritised set of eight Design Principles, generated in Stage 1 (See table).

Priority	Design Principle
1	Procedures must be designed to meet acceptable levels of flight safety
2	Design options must accord with the CAA’s published Airspace Modernisation Strategy (CAP 1711) and any current or future plans associated with it
3	Procedures should be designed to minimise the impact of noise below 7,000 feet
4	Where practicable, designs should seek to minimise the impact of noise on particularly sensitive areas
5	Designs should minimise the impact on other airspace users in the local area
6	Procedures should be designed that minimise aircraft emissions to reduce air pollution
7	Designs should make provision for multiple routes that can be used to spread the noise burden more equitably
8	Procedures should be designed to minimise the number of track miles flown

Table 1 Prioritised Design Principles (RSP, p6)

TDC and RTC are key stakeholders invited to comment on the options in relation to the Design Principles. Feedback from stakeholders will be used to refine down a shortlist of options for wider consultation in Stage 3. Design Principles 2,5, and 8 are largely technical.

Design Principles with Priority Numbers 1, 3, 4, 6, and 7 relate to noise, air pollution, and safety and directly affect our communities.

Figures 1-12 in the document depict, on a small scale OS map base, departure, approach and missed approach flight path options for Runway 28 (ie east to west) and Runway 10 (west to east). Certain Figures show regions of airspace ‘out-of-bounds’ due to conflict with airspace assigned to traffic using other airports.

Comments

- RSP Priority 1 - Design Principle: **Procedures must be designed to meet acceptable levels of flight safety**

We say - The document does not provide the following information; population density under flight paths, altitudes and/or [Public Safety Zones](#). Bournemouth airport, London (Luton) airport, Prestwick airport, East Midlands airport, Southampton airport and Southend airport all have Public Safety Zones. The statistical reports show that most air accidents occur during take-off and landing phases along the extended runway centreline¹ much of the population of Ramsgate, a large number of 42,306 people, in addition to housing, schools, the town centre are under or near to the centralised flight path over Ramsgate at very low altitudes. This strongly implies that Priority 1 has not been met.

- RSP Priority 3 - Design Principle 3: **Procedures should be designed to minimise the impact of noise below 7,000 feet**

We say - Figures do not clearly show the area over which aircraft would be flying at below 7,000 feet for each flight pattern. Interpreting the Figures we can say however, that a departing aircraft would have flown 30km before attaining an altitude of 7,000 feet. An area of that radius covers not only the whole of Thanet but extends as far as Dover and Faversham, for example.

It is conspicuous that the RSP document offers no information relating to aircraft altitude on approach to Manston.

It is clear that **all** Runway 28 Approaches (Figures 7, 8) and Runway 10 Right Hand Departures (Figure 5) and Runway 10 Missed Approach (Figure 12) **all fly directly over Ramsgate at less than 700 (seven hundred) feet** regardless of which direction the aircraft could fly when it reaches 7,000. Therefore all Runway 28 and Runway 10 Approaches are not designed to minimise the impact of noise below 7,000 feet and Priority 3 has not been met.

- RSP Priority 4 - Design Principle 4 refers to the impact of noise in “sensitive areas” and **where practicable, designs should seek to minimise the impact of noise on particularly sensitive areas**

We say - Sensitive areas are areas that are sensitive to noise - these include sites of care facilities (including care homes), medical facilities, mental health facilities, special needs facilities, schools, youth centres, tranquil and/or rural areas (including beaches) used for the public for recreational purposes and places of worship, cultural and/or historical assets. Sensitive areas are also residential areas and particularly those that house vulnerable children and adults.

1

https://www.researchgate.net/publication/324726725_The_Public_Safety_Zones_around_Small_and_Medium_Airports

Such areas self evidently include centres of population. It is crystal clear that whichever airspace options are selected every Runway 28 Approach and every Runway 10 Departure would overfly the very centre of Ramsgate as well as sites of care facilities (including care homes), medical facilities, mental health facilities, special needs facilities, schools, youth centres, tranquil and/or rural areas (including beaches) used for the public for recreational purposes and places of worship, cultural and/or historical assets. We know from earlier evidence that 70% of approach flights will be from east to west crossing directly over the Royal Harbour at a height of 700 (seven hundred) feet or less, then progressively descending over the town centre to be over Nethercourt (a residential area) at perhaps 300 (three hundred) feet before landing on Runway 28.

- RSP Priority 6 - Design Principle 6: **Procedures should be designed that minimise aircraft emissions to reduce air pollution**

We say - Two key factors in the extent and impact of air pollution from aircraft are the population exposed and the altitude of the source of pollution. This tells us that Design Principle 6 is severely compromised in the case of low flying aircraft over a centre of population. In the case of Ramsgate there can be no compliance with Design Principle 6.

Conclusion

We Say -

- A. Overflying Ramsgate is simply not acceptable.
- B. In order to adequately inform all stakeholders to comment at Stage 2 RSP on other flightpaths must provide:
 1. large scale maps showing altitude contours at 1000ft intervals or less for departures;
 2. large scale maps showing altitude contours at 500ft intervals or less for approaches;
 3. the assumed rate of climb for departures and the reference and authority for this assumption;
 4. the assumed rate of descent for approaches and the reference and authority for this assumption;
 5. population density and percentage of vulnerable population at altitude contours at 1000ft intervals or less for departures;
 6. population density and percentage of vulnerable population at altitude contours at 500ft intervals or less for approaches;
 7. numbers of care facilities (including care homes), medical facilities, mental health facilities, special needs facilities, schools, youth centres, tranquil and/or rural areas (including beaches) used for the public for recreational purposes and places of worship, cultural and/or historical assets at altitude contours at 1000ft intervals or less for departures;

8. numbers of care facilities (including care homes), medical facilities, mental health facilities, special needs facilities, schools, youth centres, tranquil and/or rural areas (including beaches) used for the public for recreational purposes and places of worship, cultural and/or historical assets at altitude contours at 500ft intervals or less for approaches;
9. location of Air Quality Management Areas at altitude contours at 1000ft intervals or less for departures;
10. location of Air Quality Management Areas at altitude contours at and 500ft intervals or less for approaches.

This information should not be controversial for RSP to provide to stakeholders.

manstonairspace

From: manstonairspace
Sent: 29 May 2020 09:29
To:
Subject: w Stage 2 CAP1616 - Extended deadline

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

The Design Options seek to address the Design Principle 4 (DP4 - Where practicable, designs should seek to minimise the impact of noise on particularly sensitive areas) and the next step in this stage of the Airspace Change Proposal is to design route options that address this, and all of the Design Principles developed in Stage 1. We will be seeking further input from our stakeholders on these route options in due course and would welcome your comments as to whether these options address your queries.

Yours sincerely,

Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From
Sent: 21 May 2020 20:25
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Dear Manston Airport Team,

Thanks for consulting Natural England on the design options for the Airspace Change Proposal.

Having reviewed the figures in the consultation document, it would be helpful to understand whether routes proposed, particularly at lower altitudes, differ in any way from the routes assessed in the Environmental Statement submitted with the DCO application. Natural England's advice on the noise impacts from the proposal on the Thanet Coast and Sandwich Bay Special Protection Area (SPA) was based on the information submitted with the DCO. At our request, noise contour plots were produced (attached), which demonstrated that parts of the north Thanet coast, and the northern part of Pegwell Bay, would be subject to levels of noise that could cause a significant impact. This led to a discussion around potential mitigation measures, and agreement of the approach set out in the note on noise and turnstones (attached).

Provided that the Airspace Change Proposal does not alter the conclusions of the two attached documents, and does not increase the noise levels experienced by birds within the SPA, Natural England does not have any comments to make on the proposal. However, if the proposal did move the flight paths such that noise levels within the SPA would be increased, then our view is that this change should be assessed under the Habitats Regulations.

Therefore, it would be helpful if you could clarify whether one of the design considerations is to ensure that noise levels with the SPA do not increase over that modelled for the DCO application.

Kind regards,

Sussex and Kent Area Team

From: manstonairspace [<mailto:manstonairspace@communityrelations.co.uk>]
Sent: 21 May 2020 12:25
To:
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Dear

Last week (12 May) we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

In recognition of the pressures on many organisations and individuals as a result of the COVID-19 crisis we have taken the decision to extend the deadline for providing feedback from Friday 22 May to Friday 19 June.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups, the dates of which are to yet to be confirmed.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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1 Stage 2 Options Development

1.1 Manston Airport – NATS Stage 2 Discussion

This document details the discussion held between representatives of the Manston Airport ACP project and the NATS LAMP Design Team on 19th May 2020.

The meeting was hosted on *Microsoft Teams* and was attended by:

The aim of the meeting was to discuss the effects of Manston Airport's design options on the air traffic network in the south east of England, based on both the current network design and the anticipated network design as a result of the NATS LAMP ACP.

[NATS indicated these are initial discussions only and wider subject matter expertise procedure development work and safety analysis will be required to mature options for deployment.](#)

1.2 Airspace Development - General

Whilst the airspace design options for LAMP are still being developed, there is unlikely to be a significant change to the [overall](#) utilisation of the airspace. Key points are as follows:

- Airspace to the west and northwest of Manston is predominantly used for traffic arriving and departing at other London TMA airports such as Heathrow and Gatwick.
- Routes above/south of Manston are for eastbound traffic.
- Routes to the north and over the lower Thames Estuary are used for westbound traffic aligning with the London City point merge.
- Recently revised procedures are unlikely to change again:
 - The London City point merge structure with flows from GODLU and JACKO into TANET.
 - Southend STARs with flows from OKVAP and JACKO.
- [The](#) airspace oversea to the east of the Southend STARs provides [relatively easy an area](#) for climbs and descents, notwithstanding proximity of FIR boundary.

1.3 Departures Routing North or North West

- Runway 28:
 - Direct departures on heading will conflict [initially](#) with the London [TMA City](#) arrivals procedures [and subsequently with LTMA departures in the DET area – this would be likely to cause significant complexity issues within the terminal control operation.](#)

- Left-hand turn onto southerly heading will conflict with eastbound flow from the London TMA with [sufficient](#) height gain not achievable in distance available.
- Initial heading, right-hand turn to north-east to avoid arrivals procedures suitable to [join flow to the north and subsequently to the north-west access UK exit points to North Ea](#)
- Initial right-hand turn onto south/south-easterly heading, over lower Thames Estuary [could allow sufficient and gain](#) height [gain](#) to [route join](#) westbound [flow](#) at DVR before [joining routing](#) north/north-west [flows](#).
- Runway 10:
 - Left turn as soon as possible after take-off direct onto heading would impact with arrivals procedures for London City/Southend.
 - Option to extend further east before turning onto a north/north-easterly heading.
 - Option to extend further east before turning south/south-easterly to gain height before joining westbound flow at DVR before routing north/north-west.

1.4 Departures Routing West

- Runway 28:
 - Direct departures on heading will conflict [initially](#) with the [London City TMA](#) arrivals and [subsequently with LTMA](#) departures [in the DET area this would be likely to cause significant complexity issues within the terminal control operation](#).
 - Left-hand turn onto southerly heading will conflict with eastbound flow from the TMA with [sufficient](#) height gain not achievable in distance available.
 - Initial right-hand turn onto south/south-easterly heading, over lower Thames Estuary, [could allow sufficient and gain](#) height [gain](#) to [route join](#) westbound [flow](#) at DVR.
- Runway 10:
 - Left or right turn as soon as possible after take-off direct onto westerly heading. [Left turn would conflict with London City arrival procedures and right turn would position traffic head on to the joining the London TMA arrivals or departures flow](#).
 - Option to extend further east before turning onto a north/north-easterly heading and climbing to height – difficult to join westbound flow from this position.
 - Option to extend further east before turning south/south-easterly to gain height before [routing joining](#) westbound [flow](#) at DVR.

1.5 Departures Routing East or South East

- Runway 28:
 - Left-hand turn onto southerly heading towards DVR. Possible to join eastbound flow from the London TMA but height gain not achievable in distance available to avoid arrivals procedures in same location.
 - Initial right-hand turn onto south/south-easterly heading and gain height to join eastbound flow either east of DVR or direct to FIR boundary.
- Runway 10:

- Right-hand turn onto southerly heading towards DVR to join eastbound flow from the TMA. Conflict with inbound arrivals traffic descending on opposite heading.
- Right-hand turn onto south/south-easterly heading, over lower Thames Estuary, and gain height to join eastbound flow either east of DVR or direct to FIR boundary

Commented [CRB1]: Straight ahead on runway heading to FIR boundary would seem the best option.

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1.6 Departures Routing South

Routes to the south will likely have to route west initially in order to join the network flow; south to the near continent via XIDIL (Paris arrivals) XAMAB SITET or NEVILLYD or SFD.

Commented [CRB2]: There are no UK exit points directly to the south. Traffic either exits via DVR-KONAN or via XIDIL/XAMAB/SITET

- Runway 28:
 - Left-hand turn onto southerly heading will conflict with eastbound flow from the London TMA with height gain not achievable in distance available.
 - Initial right-hand turn onto south/south-easterly heading, over lower Thames Estuary, and gain height to join westbound flow route west at at DVR before picking up southbound routes.
- Runway 10:
 - Extend further east before turning south/south-easterly to gain height before joining westbound flow at DVR routing west at DVR before picking up southbound routes.

1.7 Arrivals to Runway 28

- Option to descend direct from the FIR boundary @ VABIK/via KONAN/RINTI:
 - May be restrained by Dutch/Belgique/Subject to route acceptance by Belgian/French ATC and rates of descent demanded although route connectivity for westbound traffic through KONAN is currently available for low level traffic.
 - Need to deconflict with Manston departure routes crossing FIR boundary.
- Option to descend direct from the FIR boundary via SOVAT:
- Subject to route acceptance by French ATC and rates of descent demanded.
 - Need to deconflict with Manston departure routes crossing FIR boundary.
- Integrate with London City/Southend arrivals via GODLU:
 - Descent north-east bound from DVR.
 - May cause delays to London City/Southend arrivals.
- Arrivals from the north likely to conflict with Southend departures and arrivals from the south, but could route via TANET then GODLU/JACKO integrated with London City arrivals.

Formatted: Normal, No bullets or numbering

1.8 Arrivals to Runway 10

- Option to descend direct from the FIR boundary @ VABIK/KONAN/RINTI:
 - May be restrained by Dutch/Belgique/French ATC. Subject to route acceptance by Belgian ATC as per runway 28.
 - Need to deconflict with Manston departure routes crossing FIR boundary.

- Can route north (with London City Point Merge flow, or south of Manston to intercept approach procedure but need to be aware of Southend arrivals descending towards ATSAP.
- Integrate with London City/Southend arrivals via GODLU:
 - Descent north-west bound from GODLU below London City/Southend traffic.
 - May cause delays to London City/Southend arrivals.
 - Descent heading north-east from GODLU to route north of Manston less likely to impact.
- Integrate with London City arrivals routing DET - DVR but descend off track before DVR.
- Arrivals from the north likely to conflict with Southend departures and arrivals from the south. [Could route via JACKO integrated with London City arrivals.](#)

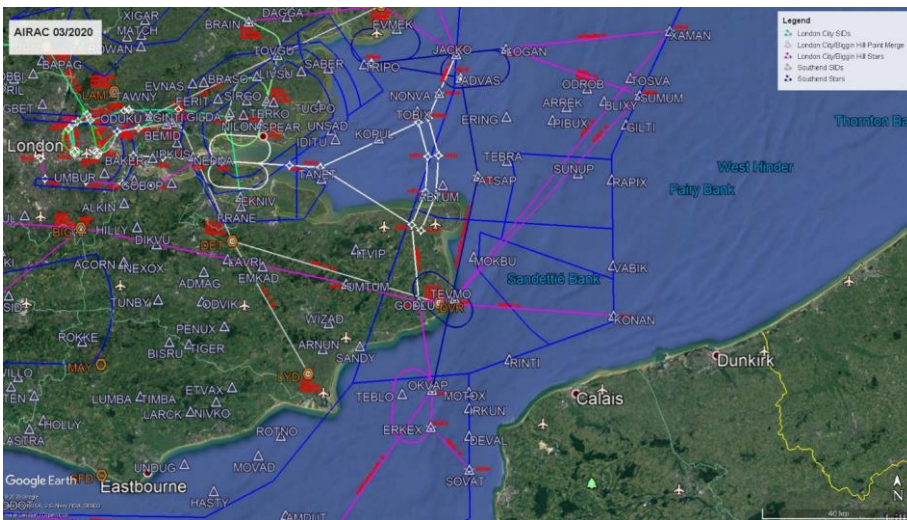


Figure 1 – Airspace Representation

From:
Sent: 21 May 2020 11:59
To:
Cc:
Subject: RE: Manston ACP-NATS Stage 2 Discussion Notes
Attachments: 70992 046 Stage 2 Options Development NATS Point Brief Issue 1 Draft C.docx

and I have reviewed the document and have suggested a few changes in Draft C attached that we believe better reflects the discussion on Tuesday.

I hope these will help you with your continued evolution of the possible options and if you require further input then please do let us know although, as we are temporarily pausing further work on our systemised airspace programme due to the ongoing COVID 19 situation any response may be delayed.

With best regards

From:
Sent: 20 May 2020 16:08
To:
Cc:
Subject: Manston ACP-NATS Stage 2 Discussion Notes

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Good afternoon

Please find attached the notes from yesterday's meeting regarding the design options for the Manston Airport ACP. We have tried to capture all the constraints that evolved from the discussion, but if you have any comments or corrections, please amend the document as required and if possible, let us have it back before Friday.

If you have any questions, please do not hesitate to get in touch.

Best wishes and stay safe, hope the furlough isn't for too long!

Regards,

Senior Consultant

OSPREY KIDS

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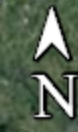
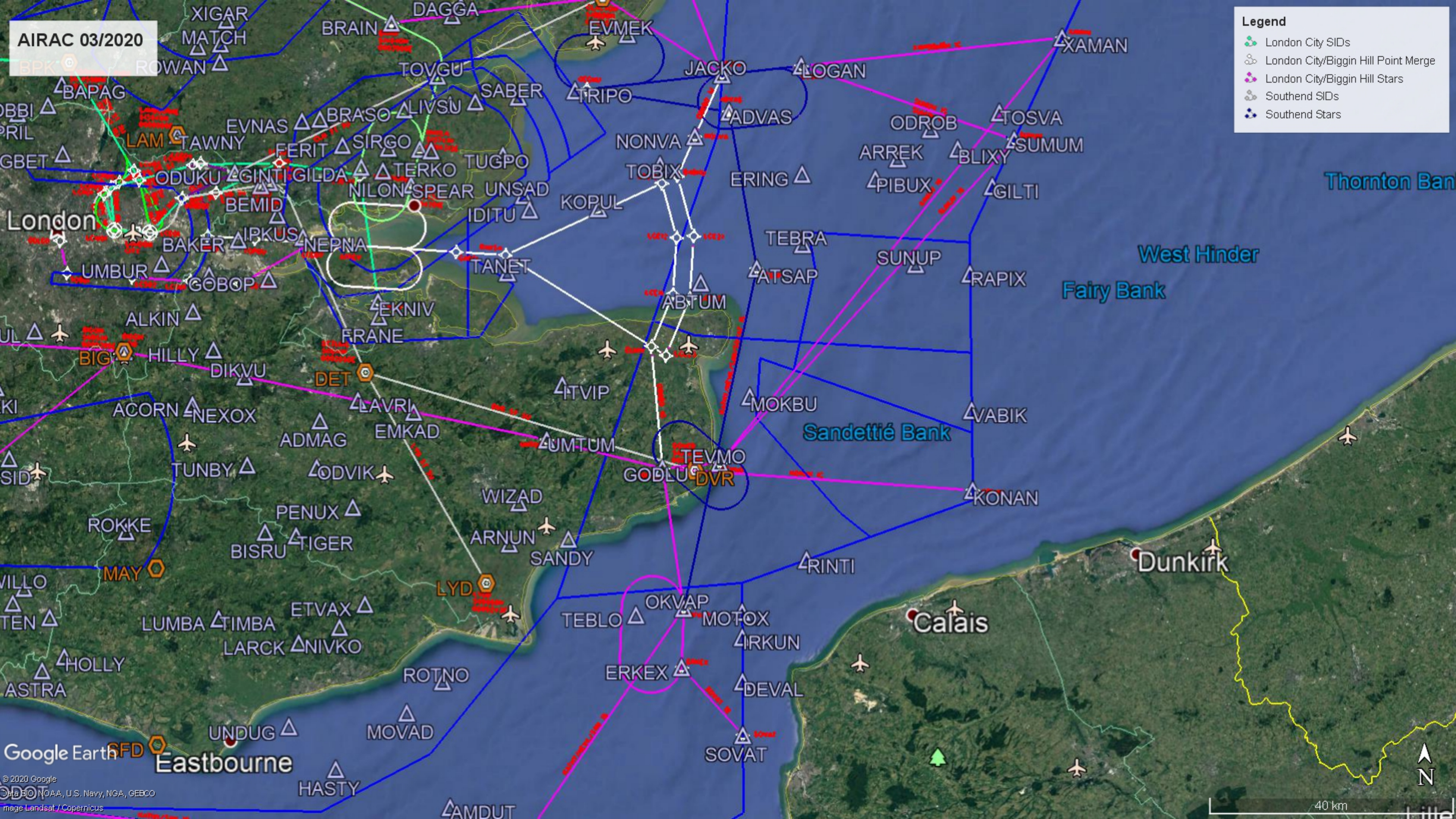
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AIRAC 03/2020

Legend

- London City SIDs
- London City/Biggin Hill Point Merge
- London City/Biggin Hill Stars
- Southend SIDs
- Southend Stars



manstonairspace

From:
Sent:
To: manstonairspace
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

On behalf of NATS I would like to express our thanks for your invitation to comment on the documents relating to your Airspace Change Proposal.

Whilst the document and the contents are broadly in line with our expectations we believe that there are several issues with your areas designated as 'ANSP Constraints' in terms of their position and impact on your design options. At this stage we believe that it would be sensible to discuss these areas in a more formal meeting in order to understand how they have been developed and how we can assist in reviewing them.

Should you have any queries on this then please do not hesitate in contacting me.



4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



NATS PRIVATE

From: manstonairspace <manstonairspace@communityrelations.co.uk>
Sent: 12 May 2020 12:43
To:
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

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Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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manstonairspace

From: manstonairspace
Sent: 20 May 2020 16:13
To:
Subject: RE: Manston ACP Stage 2

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will keep this in mind as we continue to engage with you further as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 20 May 2020 15:21
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Manston ACP Stage 2

Dear Sir or Madam,

Minster Parish Council members have read the documents contained in your Manston Airport Airspace Design & Procedures document and have the following comments to make in relation to the Design Envelopes:

2.2.1. Runway 28 Departures

We would suggest that a norm is established of right turn only as soon as possible after take off, heading north over the coast west of Birchington.

Any routes needing to head east, south or southeast should only do so after subsequently turning eastwards and continuing to approx. the Thanet Wind Farm before changing to their preferred route away from the U.K.

There should not be any overflying of Thanet after take off and routing should be over water.

Northerly and westerly routing should be via agreed CAA/NAT requirements post transiting the north Kent coastline. Left turn runway 28 departures should be avoided unless there are CAA/NAT requirements for doing so in order to avoid local noise issues.

2.2.2. Runway 10 Departures

Routing similarly to above- turn over water and transit over water wherever possible immediately after departure for north, east and south routes. Other routes to meet CAA/NAT requirements.

2.3 Arrival-Transitions & 2.4 Arrival- Instrument Approach Procedure (IAP)

These are more restricted to technological requirements but if possible should be tailored to minimise impact on local communities etc.

Yours faithfully,

Chairman.
Minster Parish Council

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manstonairspace

From: manstonairspace
Sent: 20 May 2020 14:58
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Thank you for your email.

We will keep this in mind as we continue to engage with you further as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 19 May 2020 20:00
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Good evening,

Hope you are well. Thank you for the emails and continued engagement with respect to your ongoing ACP. As per previous response to Stage 2 in Apr 20, the MOD has no specific comment however remain available if you wish to discuss anything in relation to EG D138 or require more information from us.

Many thanks,

Regards

| Sqn Ldr | SO2 Airspace Plans | Defence Airspace and Air Traffic Management | CAA Aviation
House | Gatwick, RH6 0YR | | MOD Net: DAATM-AirspacePlansSO2 | E-Mail:

From: manstonairspace <manstonairspace@communityrelations.co.uk>
Sent: 12 May 2020 11:48
To:
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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manstonairspace

From: manstonairspace
Sent: 15 May 2020 17:52
To:
Subject: RE: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this feedback into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 12 May 2020 14:07
To: manstonairspace <manstonairspace@communityrelations.co.uk>;
Subject: RE: Manston Airport Design Option Review Stage 2

Dear Sirs,

Thank you for this corrected version.

I cannot see any reference to Maypole airfield where my aircraft resides, nor any approach path modification to avoid potential conflicts on 10 approach, or outbound on 28 - especially in a missed approach or climb-out with restricted performance. At least marking Maypole on the consultation would acknowledge its existence. I hope attention to detail will be part of this consultation – especially where real danger will exist with Maypole 02 climb-out converging with Manston 28 climb-out / 10 approach

Noise in Herne Bay at 2500ft on 28 climb-out is also likely to be an issue.

Routing further out into the estuary might be beneficial on both counts when routing West through North, or an immediate left turn after take-off to depart South-West or South.

Yours sincerely

From: manstonairspace
Sent: 12 May 2020 11:51

To:

Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From: manstonairspace
Sent: 11 May 2020 13:26
To:
Subject: RE: Manston ACP Stage 2

Follow Up Flag: Follow up
Flag Status: Flagged

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take your feedback into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 08 May 2020 20:44
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Manston ACP Stage 2

Dear Sir,

I would be in favour of this proposal with the following caveats:

- No account has been taken of Maypole Airfield, an active GA field which is under the centreline to the West.
- The southern IAP for RWY 10 appears to be the city of Canterbury. This is going to cause a lot of noise and a deterioration in quality of life for the occupants.
- Figure 9 (RWY28 MAP) appears to be duplicated at Figure 12 (RWY 10 MAP). In other words, the chart at Fig. 12 cannot possibly be the Missed Approach Procedure for runway 10. This does not inspire any confidence in the thought and planning which has gone into this proposal.

Therefore I oppose it in its present form.

Yours sincerely,

From: manstonairspace
Sent: 07 May 2020 18:09
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616

Follow Up Flag: Follow up
Flag Status: Flagged

Good evening,

Thank you, we can confirm receipt of your response.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From:
Sent: 06 May 2020 09:32
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:

Design Option Review Stage 2 CAP1616

Dear Sirs,

I am very concerned that your plans make no provision for flying operations at Maypole Airfield (EGHB). Our circuit is to the West of the airfield and very close to some of your planned routes. Moreover, I cannot find any mention of Maypole Airfield in the entire document.

The risks are self-evident. You need to reconsider these plans to accommodate this hazard.

All the best,



www.maypoleairfield.com

Make all calls on SafetyCom 135.480

From: manstonairspace <manstonairspace@communityrelations.co.uk>

Sent: 05 May 2020 12:37

To:

Subject: Manston Airport Design Option Review Stage 2 CAP1616

Dear

We are contacting you to request your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

RSP is currently awaiting a decision from the Government on its application to reopen Manston Airport as a freight hub. In the interim, we are progressing with a separate process for airspace change linked to the wider programme of airspace modernisation in the UK.

Input from stakeholders was invaluable in shaping our Design Principles during stage 1 of the Civil Aviation Authority's airspace change process.

We are now progressing stage 2 (of seven) in which we will develop a comprehensive list of options for airspace change and conduct an initial appraisal of the impacts of each option.

Please find attached an explanatory leaflet summarising our approach and a technical appendix setting out a comprehensive set of 'design envelopes' for your consideration.

Please provide any feedback on these designs by replying to this email by Friday 22nd May 2020.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners (RSP)

Tel: 0800 0304137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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manstonairspace

From:
Sent: 20 May 2020 17:45
To: manstonairspace
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616

Duly noted and we can setup a call nearer that time to discuss your plans if that is helpful.

Regards

Russell



Director Aerodrome Operations
London City Airport



www.londoncityairport.com



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From: manstonairspace <manstonairspace@communityrelations.co.uk>
Sent: 20 May 2020 16:41
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616

Dear

Thank you for your email.

I can confirm that due to the current circumstances regarding Covid-19 we have assessed the timeline of the current programme and have decided to extend the deadline until 19th June for feedback on our design options.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 18 May 2020 17:22
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616

Dear

Due to the pandemic and LCY closure, most of our workforce have been furloughed including out technical resource in Gary and Tessa hence the lack of response, apologies. From a local viewpoint, anything that impacts the LCY flow or IFPs will be a concern but a formal response will be provided once the technical team have returned.

We understand that ACOG are currently working with the CAA/DfT and NATs to outline potential scenarios for how the CAP1616 Airspace Modernisation Programme will proceed given that the landscape has now changed significantly. c.60% of airports are currently set at 'Paused' as is LCY which allows us time to understand how this work will be taken forward and under what timeline.

Best regards



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From:
Sent: 18 May 2020 13:53
To:
Subject: Manston Airport Design Option Review Stage 2 CAP1616

Dear

I hope you are well.

We are contacting you to request your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport. We previously had correspondence with Tessa Simpson however, we received an email notifying us to email yourself instead.

RSP is currently awaiting a decision from the Government on its application to reopen Manston Airport as a freight hub. In the interim, we are progressing with a separate process for airspace change linked to the wider programme of airspace modernisation in the UK.

Input from stakeholders was invaluable in shaping our Design Principles during stage 1 of the Civil Aviation Authority's airspace change process.

We are now progressing stage 2 (of seven) in which we will develop a comprehensive list of options for airspace change and conduct an initial appraisal of the impacts of each option.

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Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

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manstonairspace

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Yours sincerely,

Manston Airport Team

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Tel: 0800 030 4137

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From:
Sent: 18 May 2020 17:22
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616

Dear

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We understand that ACOG are currently working with the CAA/DfT and NATs to outline potential scenarios for how the CAP1616 Airspace Modernisation Programme will proceed given that the landscape has now changed significantly. c.60% of airports are currently set at 'Paused' as is LCY which allows us time to understand how this work will be taken forward and under what timeline.

Best regards



Director Aerodrome Operations
London City Airport



www.londoncityairport.com



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From:
Sent: 18 May 2020 13:53
To:
Subject: Manston Airport Design Option Review Stage 2 CAP1616

Dear

I hope you are well.

We are contacting you to request your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport. We previously had correspondence with _____ however, we received an email notifying us to email yourself instead.

RSP is currently awaiting a decision from the Government on its application to reopen Manston Airport as a freight hub. In the interim, we are progressing with a separate process for airspace change linked to the wider programme of airspace modernisation in the UK.

Input from stakeholders was invaluable in shaping our Design Principles during stage 1 of the Civil Aviation Authority's airspace change process.

We are now progressing stage 2 (of seven) in which we will develop a comprehensive list of options for airspace change and conduct an initial appraisal of the impacts of each option.

Please find attached an explanatory leaflet summarising our approach and a technical appendix setting out a comprehensive set of 'design envelopes' for your consideration.

Please provide any feedback on these designs by replying to this email by Friday 22nd May 2020.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your engagement in this airspace change process.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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manstonairspace

From: manstonairspace
Sent: 20 May 2020 16:57
To:
Subject: RE: 'Manston ACP Stage2'

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will keep this in mind as we continue to engage with you further as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 18 May 2020 15:59
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:

Subject: 'Manston ACP Stage2'

Manston Airport Team,

On behalf of the Kent Gliding Club at Challock airfield I would like to make a response to the latest stage of the airspace application.

We previously attended the consultation meeting in November and made comments to the initial application process.

We have studied the stage 2 of the process and do not feel the need to add any comments at this stage of the application.

Please include us in the further stages of the application as there may be issues which may affect us as users of the airspace and we may want to give input further at that point.

Best Regards,
Airspace Representative (Kent Gliding Club)



MANSTON AIRPORT
DESIGN OPTION REVIEW
STAGE 2 CAP1616
MAY 2020
CONSULTATION RESPONSE FROM
THE KENT DOWNS AONB UNIT

National planning policies are very clear that highest priority should be given to the conservation and enhancement of Areas of Outstanding Natural Beauty and the National Planning Policy Framework confirms that AONBs are equivalent to National Parks in terms of their landscape quality, scenic beauty and their planning status. (Paragraph 11 footnote 6, and 172).

The status of AONBs has been enhanced through measures introduced in the Countryside and Rights of Way (CROW) Act 2000, (the Act) which gave greater support to their planning and management. Section 85 of the Act places a duty on all public bodies and statutory undertakers to 'have regard' to the 'purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty.'

The Act also requires local authorities within an AONB to jointly prepare and publish an AONB Management Plan which must "formulate the policies for the management of the AONB and for carrying out their functions in relation to it". Accordingly, the first Kent Downs AONB Management Plan was published in April 2004. The [Kent Downs AONB Management Plan, Second Revision 2014 to 2019](#) has subsequently been adopted.

The Management Plan sets out policies for the conservation and enhancement of the AONB's natural beauty, landscape and scenic quality and tranquillity. Tranquillity covers noise, visual intrusion and inappropriate activity, and the loss

Enhancing landscapes and life in the Kent Downs

The Kent Downs AONB Joint Advisory Committee (JAC) promotes and co-ordinates the conservation and enhancement of the Kent Downs AONB. Funding is provided by DEFRA, Kent County Council and the local authorities of Ashford, Bromley, Canterbury, Dover, Gravesham, Medway, Maidstone, Sevenoaks, Shepway, Swale and Tonbridge & Malling. Other organisations represented on the JAC include Natural England, the Environment Agency, Country Land and Business Association, National Farmers Union, Kent Association of Parish Councils and Action with Communities in Rural Kent.

of dark night skies. Aircraft activity impacts on all these elements but most particularly it is the noise impact that has potential to impact on tranquillity.

Central Government policy looks to 'limit and where possible reduce the number of people in the UK significantly affected by aircraft noise'. This has resulted in the routing of air traffic away from over-flying conurbations where they may have historically flown and over onto less populated areas, which in many cases are over protected landscapes of our National Parks and Areas of Outstanding Natural Beauty, designated, visited and appreciated for their special qualities including tranquillity.

These areas are typically subject to much quieter background noise than existing urban areas, where the presence of overflying aircraft will therefore be more apparent than in areas where the existing ambient noise levels are higher. Increased concentration of flight paths, if overflying the AONB could negatively impact on tranquillity of the AONB. The importance of tranquillity to the local economy – in particular on tourism, an important element of the Kent Downs rural economy - should also not be underestimated. Access and enjoyment and support for the rural economy is part of the sustainable management of the AONB, and is also addressed in the Management Plan.

The Kent Downs AONB Unit is also concerned about air quality over the AONB, which is another component of natural beauty that affects biodiversity, landscape and the amenity of users and residents of the AONB.

The Kent Downs AONB lies approximately 18km to the southwest of Manston Airport. We are therefore pleased to see that 'Designs to seek to minimise the impact of noise on particularly sensitive areas' is assigned a high priority (No 4 out of 8). In order to ensure that this Design Principle is met, it will be important to ensure that the SID is designed so that flight paths across the Kent Downs AONB are avoided as far as possible, and in particular low flying aircraft. In that respect, we raise concerns that the proposed SID for Runway 28 Left Hand Departures, could result in low flying over the Kent Downs AONB, where planes are heading in a south-westerly direction. For Runway 10, both left and right hand departures would appear to indicate higher flying over the AONB.

Similarly, we raise concerns in respect of the approach to IAP. The proposed Runway 10 Approach shown in Figure 10 would appear to potentially result in low flying over the AONB in respect of air traffic arriving from a southerly direction. This appears to be avoided with the Runway 28 Approach.

Planning Manager, Kent Downs AONB Unit

12/05/2020

Emailed to: Manstonairspace@communityrelations.co.uk

Enhancing landscapes and life in the Kent Downs

The Kent Downs AONB Joint Advisory Committee (JAC) promotes and co-ordinates the conservation and enhancement of the Kent Downs AONB. Funding is provided by DEFRA, Kent County Council and the local authorities of Ashford, Bromley, Canterbury, Dover, Gravesham, Medway, Maidstone, Sevenoaks, Shepway, Swale and Tonbridge & Malling. Other organisations represented on the JAC include Natural England, the Environment Agency, Country Land and Business Association, National Farmers Union, Kent Association of Parish Councils and Action with Communities in Rural Kent.

manstonairspace

From:
Sent: 18 May 2020 13:53
To:
Subject: RE: MANSTON ACP STAGE 2 CONSULTATION RESPONSE

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take your feedback into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 12 May 2020 14:34
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: MANSTON ACP STAGE 2 CONSULTATION RESPONSE

Please find attached the response from the Kent Downs AONB Unit to the above consultation.

Kind regards

I work part time, Monday to Wednesday. Due to coronavirus-Covid 19 restrictions, I am currently working from home. Please contact me by email.

Kent Downs Area of Outstanding Natural Beauty Unit
West Barn, Penstock Hall Farm, Canterbury Road, East Brabourne, Ashford, Kent, TN25 5LL

<http://www.kentdowns.org.uk>

Please note I work part-time, usually Monday to Wednesday



Enhancing landscapes and life in the Kent Downs

From: manstonairspace
Sent: 22 June 2020 18:12
To: manstonairspace
Cc:
Subject: J
RE: KCC Response to Manston Airport Design Option Review Stage 2 CAP1616

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 19 June 2020 15:00
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:
Subject: KCC Response to Manston Airport Design Option Review Stage 2 CAP1616

Good afternoon,

Thank you for engaging with us in regards to your airspace design proposals for Manston Airport.

Please find attached Kent County Council's response to Stage 2 - Airspace Design Options Review.

Please do not hesitate to contact me should you have any questions regarding our response.

Kind regards,

| Senior Transport Planner | Transport Strategy | Environment, Planning & Enforcement | Kent County Council | 1st Floor, Invicta House, Maidstone, ME14 1XX | Telephone: | www.kent.gov.uk |

 *Save paper and energy - please only print this email if necessary*

From: manstonairspace <manstonairspace@communityrelations.co.uk>
Sent: 15 June 2020 11:41
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Good morning,

On the 12th May we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

This is a gentle reminder that the deadline for providing feedback on these designs is this Friday 19th June.

If you have already responded with your feedback, please be assured that we will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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By email:
manstonairspace@communityrelations.co.uk

Sessions House
County Hall
MAIDSTONE
Kent ME14 1XX

Phone:
Ask for:
Email:

19th June 2020

Dear Sir/Madam,

Manston Airport Airspace Design and Procedures: Options Development Part 2

Thank you for consulting Kent County Council (KCC) on the design options development for Manston Airport's Airspace Change Proposal. The County Council has reviewed the comprehensive design envelopes shown in Annexes A1 to A4 and sets out its comments below, following general comments on aviation policy that should form the guiding principles for designing the envelopes.

KCC fully recognises the role of the UK aviation sector in the country's connectivity and competitiveness, and the Council is keen to ensure this growth is sustainably managed and that impacts on local communities are minimised and appropriately mitigated. The benefits of growth should also be shared with communities through initiatives such as community funds and employment opportunities at the airport for local people.

Noise continues to be our main consideration in regard to the impacts of aviation on local communities. The Government's altitude-based priorities state that overflight of more densely populated areas should be avoided below 7,000 feet, but be balanced with emissions between 4,000 and 7,000 feet (all above mean sea level). At heights above 7,000 feet, it is unlikely for aircraft noise to severely impact the majority of people, but research has shown that individuals are becoming more sensitive to aviation noise and this sensitivity can result in disturbance, stress and ultimately negative health outcomes.

There is continuous emerging evidence on the impacts of aviation noise that strongly demonstrates the real health costs felt by individuals. Aviation noise may not be a statutory nuisance but that does not mean it does not cause substantial distress. It is proven that noise that disrupts sleep is the most damaging to health.



Therefore, we would fully encourage restrictions on night noise, similar to those at Heathrow Airport.

Increased overflight of designated landscapes will also disrupt the tranquillity from which many people benefit, such as National Parks and Areas of Outstanding Natural Beauty (AONB). Satellite-based routes can be much more precisely flown, but this can lead to a concentration of noise. KCC is aware that this has been well-received at airports in more rural locations where routes that affect very few people can be successfully flown. However, in the South East there is a conflict between population centres and the tranquillity of our rural and protected landscapes, such as National Parks and AONB, where ambient noise levels are low and therefore aircraft noise is more noticeable than in urban areas. It is vital that a consensus is sought on these new/modernised routes, as well as Equalities Impact Assessments carried out when at the Operations Appraisal stage. Mitigation and compensation cannot counteract the inability of residents to sleep, the reduction in educational attainment of children, or the wider negative health impacts of noise.

Additionally, research is now being carried out on areas of air quality that have previously had limited research in an aviation context, such as ultrafine particulate matter. Ultimately, the financial burden of health impacts due to the aviation sector are picked up by the National Health Service (NHS), and there are additional economic costs in terms of reduced productivity.

In response to the specific proposals for design envelopes shown in Annexes A1 to A4, KCC has the following general comments.

- The geographical location of Manston Airport provides real opportunities for routes to be designed over the sea and KCC would encourage this as much as possible. This would avoid flying over both urban and sensitive areas. Routes should also be designed to require the fewest possible number of sharp turning movements of aircraft, especially over land, as this generates more noise than a straight continuous ascent or descent. Government policy also states that, where possible, overflight of densely populated areas should be avoided to minimise the number of people affected by aircraft noise; and where possible, overflight of areas of tranquillity should also be avoided. We have previously provided information to RiverOak Strategic Partners (RSP) on the location of sensitive receptors in Kent and this information should be used to design routes that avoid these areas.
- It is our policy that the use of multiple arrival and departure routes should be specified “to provide predictable rotating respite and spread the burden of overflight more equitably between communities”. Therefore, we would expect multiple routes to be used on a rotating basis to enable respite rather than the same communities being overflown all of the time. KCC would also



encourage RSP to design routes with faster climbs, quieter descents and accurate navigation around populated areas to minimise adverse impacts on local communities and the environment.

- It is unclear from the annexes which routes are anticipated to be the most utilised, along with the ratio of runway usage. This will be needed in order to model the adverse noise impacts on communities on the ground and then use this information to select the least damaging routes. Appropriate mitigation measures will then need to be implemented in the areas affected by those flight paths. Noise insulation schemes will be imperative in order to minimise the impact for those residents who live directly underneath, or near to, a designated flight path and who are most affected by the airport's operations.

When more detailed proposals are published, Kent County Council will be able to be more specific in giving our opinion as to whether they are sufficient to mitigate the expected noise damage.

Yours sincerely,

Corporate Director for Growth, Environment & Transport

From: manstonairspace
Sent: 22 June 2020 18:13
To:
Subject: New Stage 2 CAP1616 - Extended deadline

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 19 June 2020 12:54
To: clerk@ickhamandwellpc.com
Cc: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Good afternoon,

Please find attached the Ickham and Well Parish Council response to your request for input.

I would very much welcome further communication and involvement in any ongoing consultations or forums.

Thank you in advance and I look forward to hearing back from you soon.

All the best.

Ickham and Well Parish Council

Any email and files/attachments transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient, be aware that any disclosure, copying, distribution or other use of the contents of this information is prohibited. If this message has been sent to you in error, you must not copy, distribute or disclose of the information it contains. Please notify the sender and delete the message from your system.

On 21 May 2020 12:36, clerk@ickhamandwellpc.com wrote:

Thank you for your email.

Councillor will be in touch with you in due course.

Kind regards

On 2020-05-21 12:27, manstonairspace wrote:

Dear

Last week (12 May) we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

In recognition of the pressures on many organisations and individuals as a result of the COVID-19 crisis we have taken the decision to extend the deadline for providing feedback from Friday 22 May to Friday 19 June.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups, the dates of which are to yet to be confirmed.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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--

Ickham and Well Parish Council

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Ickham and Well Parish Council – Manston ACP Stage 2 Response.

Thank you for including Ickham and Well Parish Council in reviewing the ACP Stage 2 documents for Manston Air Port.

Having now had the chance to review the ACP Stage 2 documentation, and discussed it in a formal Parish Council meeting, we would like to give the following responses.

1. The Parish Council appreciates that there is a desire to revitalise Manston Air Port, and is broadly in favour of such a regeneration, provided the impact on Ickham and Well Parish is kept to an agreed minimum.
2. We strongly object to the planned departure paths, for both runway 10 and runway 28, in both right and left hand configurations.
3. All but one of the planned departure paths include a path directly over the Parish of Ickham and Well, and we find this to be unacceptable.
4. As titled this document is 'Stage 2', we would like to understand why we were not consulted on 'Stage 1' assuming such a stage took place, please clarify.
5. Some of our objections MIGHT be allayed with further information from yourselves regarding proposed restrictions on flights, including, but not limited to, time restrictions, frequency restrictions, noise restrictions, pollution and air quality restrictions.
6. There is also some concern regarding the altitude of proposed flight paths, which again may be allayed with further information and discussion.
7. It is also noted that when the airport was previously used as a base for repairing airplanes, there was quite a lot of testing taking place in the skies over Ickham and Well Parish, which we would like clarified as to whether this will be taking place under these proposals.
8. We feel it is vital that any such restrictions be developed in consultation with local, city and county councils, and must also be binding.
9. Key Performance Indicators for each restriction must be established and agreed in advance, and then monitored, with penalties – agreed in advance – levied for any breaches.

We would welcome a closer consultation with the RiverOak Strategic Partners to address our response as set out in the above points, and look forward to having the opportunity as soon as possible.

MANSTON RESPONSE FROM RESIDENTS

From **– dated 24th May 2020**

Hello,

We strongly object to the proposed air space usage over Tyler Hill for runway 10 at Manston. We feel this would be incredibly disruptive for the village and would pollute our relatively quiet village with not only noise but also fumes/chemicals.

Please reconsider an alternative route.

Many thanks.

From **– dated 25th May 2020**

The proposed re-development of Manston Airport as an airfreight hub will bring considerable economic good to the entire area, particularly to Thanet which continues its economic and social decline. Some aircraft passing over Tyler Hill is a small price to pay for the potential gains to the whole community.

From **– dated 24th May 2020**

Re Manston airfield. I am old enough to have lived through the battle of Britain and lived within ten miles of the drome. The part that airfield played is indescribable. To close it would be a terrible mistake and a discredit to all those brave air man who fort the BATTLE OF BRITAIN from there. Keep it open. develop it. The motorway and the railway track are a short distance away, it has everything going for it. There must a public vote on any decision regarding the future of the airfield. We need a good strong voice from our local MP. in support of keeping the famous air field OPEN. Anything I can do in support to keep the airfield open you only have to ask. Bernard Miles.

From **– dated 24th May 2020**

My husband and I are thrilled that there are finally plans to redevelop Manston. The airport will bring much needed work and businesses to the area. Any noise over Tyler hill is a necessary side effect of which we have no objection.

I do hope that this positive feedback is used.

Best regards

From **– 25th May 2020**

Thank you, for circulating this.

As someone who has opposed the former Manston airport for twenty years because of their appalling management and lack of concern for local residents, I took part last year in the examination of River Oak Strategic Partnership (RSP) application to re-open the Airport, and this detailed examination investigated in detail why their proposed 10,000 air freight flights per year were highly unlikely to be achieved and why if they were, the impact on East Kent residents of these older and more polluting aircraft would be appalling. As well as the then site owner (the developers responsible for re-developing the Pfizer site Sandwich), CPRE Kent and No Night Flights and other

local organisations with many residents and local businesses opposed the proposals, provided a huge amount of evidence against these proposals.

The Planning Inspectorate then reported their conclusions to the Secretary of State (SoS) for transport on 18 October, 2019, and the SoS was due to announce the decision on 18 January. Instead he asked more questions, and deferred decision to the 18 May. On that day SoS provided a written statement saying further work was being carried out so the decision was deferred yet again to 10 July.

This means that we have no idea if the airport will re-open, but RSP are going ahead with seeking permission for the flight paths for the aircraft to use, hence this consultation.

So it is vital for people to respond because in the past the aircraft wandered over Tyler Hill causing noise and disturbance, and the cargo aircraft are generally much noisier than the relatively modern small passenger aircraft used by the former EU Jet. In addition, there are likely to be night flights.

I have drafted the attached response, **(below)** which may be helpful for others in making their responses.

I am also writing to our District and County Councillors, in the hope that Canterbury City and Kent County Councils will also oppose these flightpaths.

I hope this helps.

Best wishes

Manston Airport Airspace Change Proposal (ACP)

Response

1 Progress So Far, Paragraph 1.4

You state that “The work undertaken during Stage 1 helped to establish a prioritised shortlist of Design Principles to act as a framework against which Design Options will be drawn up.”

However it is unclear what responses you had to the original list nor how the priorities were evaluated.

In view of the very significant objections to the airport and its associated air traffic it is essential that you clarify how this list was evaluated.

It should be obvious that most objectors would place different priorities on the issues.

For example, this alternative list would place a higher priority on respondents concerns, rather than those seeking to operate the airport without concern for those affected.

REVISED TABLE 1

1	Procedures must be designed that minimise aircraft emissions to reduce air pollution
2	Designs must minimise the impact of noise on particularly sensitive areas
3	Procedures must minimise the impact of noise below 7,000 feet
4	Designs must make provision for multiple routes that can be used to spread the noise burden more equitably
5	Procedures must be designed to meet acceptable levels of flight safety
6	Procedures must be designed to minimise the number of track miles flown
7	Design options must accord with the CAA' s published Airspace Modernisation Strategy (CAP 1711) any current or future plans associated with it
8	Designs must minimise the impact on other airspace users in the local area

In addition, Priority 2, above, has had “Where practicable’ deleted, because sensitive areas must be protected, and also none of the other principles say 'where practicable'.

Likewise “should seek to” has been changed to “must” , because the priorities “minimise” impacts, so “should seek to” is too vague, and easily whitewashed away.

You may say that Priority 5, “Procedures must be designed to meet acceptable levels of flight safety” must be a top priority, but that is putting the cart in front of the horse.

For example, if procedures which minimise aircraft emissions cannot be designed to be safe, then they would unacceptable.

So the initial design process must be to achieve Principles 1 to 4, and can then be assessed against 5 to 8.

As the Ramsgate Town Council response to you has shown, this process would yield no acceptable flight paths, hence it is obvious that the airport cannot operate, and these flight path proposals are unacceptable.

The only routes that might actually minimise impacts would be routes over the sea, well away from the coast and any bird migration routes.

This would also mean all departures on Runway 28 to the west, and then turning right over

the sea.

2 Design Options

The primary focus of any route, as noted above, must be to go over the sea, well away from the coast and any bird migration routes.

A1 Runway 28 Departures:

None of the routes Shown in Fig 1 are acceptable

In Figure 2, except for the three routes going north west, north and north east all others are unacceptable.

A2 Runway 10 Departures

None of the routes shown in Figure 4, Left hand departures and Figure 5 Right-hand departures are possible, because they all go over Ramsgate at low level, causing unacceptable noise, disturbance and pollution to the 40,000 people who live there.

A3 Runway 28 Approaches

Likewise none of the approaches shown in Figs, 7, 8 and 9 acceptable.

A4 Runway 10 Approaches

Similarly, none of the options shown in figures 10 and 11, are acceptable because they all go over Herne Bay, which like Ramsgate, has some 40,000 people who would suffer unacceptable noise, disturbance and pollution.

The Revised Figure 12, also shows the unacceptable impacts over Ramsgate.

Hence the conclusion is that there are no routes are possible using both Runway 10 and Runway 28.

So, this Airspace Change Proposal should be terminated now.

Email response from **dated 24th May 2020**

Thanks for your circular regarding proposed resumed use of Manston as a cargo airport plus some passenger services.

The main adverse effect that such operations would have on Tyler Hill residents would seem to be the engine noise levels, both at daytime and during night time.

I am not sure whether or not local pollution levels would be affected by the burning of aircraft fuel above our heads.

No doubt studies have been made as to the increase or decrease in local and not so local road traffic that would accompany resumption of use as an airport.

How would resumption of services sit with the aim of reducing carbon emissions in the country, as a whole?

If I were to be asked to support the resumption of services or oppose, then I would probably oppose, particularly if there will be high engine noise levels, due to low altitude approaches or take offs. As it is not clear what altitude levels would be involved above Tyler Hill, we should probably assume a worst case scenario until assured differently.

Regards

Residents)

Email response from **dated 24th May 2020**

I think it's hard to submit a response without the full facts. My initial response was no way- if it's going to create lots of noise (like the jumbo jet

abortive landing training used to, when it flew over Tyler Hill). However, without knowing the approach altitude and number of flights it's hard to be able to make an informed decision.

What's HPC's views on this please?

You may have a lot a people thinking no when in fact it may barely be a disturbance and will be good for our economy. In this respect, is it wise to ask for people's opinion when we don't have the full facts?

Second Email response from **dated 1st June 2020**

Without exact details, then my view to this flight path proposal would be that it does not make sense to fly over a village, when they could approach via the sea. So at this moment in time, I am saying no to their plans.

Regards

Email response from **dated 26th May 2020**

I understand that we have to live in the real world and that Manston is an asset which should be used to the benefit of the local economy. Numbers of aircraft per day and times of flying hours are important. You talk about aircraft coming over us on final approach. This will only happen when the wind is from the EAST! The engines are idling at that time. They will also be going over us when the wind is from the WEST, when taking off and when the engines will be going FULL BLAST!

From: manstonairspace
Sent: 09 June 2020 13:01
To:
Subject: RE: Manston Airport Feedback

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

In a few weeks' time we will send out invites to a representative of your Parish Council to join our virtual focus groups, where they will have the opportunity to follow up with questions and comments. More information and joining instructions will follow in due course.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 01 June 2020 17:46
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc: clerk.hackingtonpc@outlook.com
Subject: FW: Manston Airport Feedback

Dear Sir Madam,

The corrected version of my email below is as follows:

Dear Manston Airspace and Hackington Parish Council,

Thanks for fielding questions and feedback on the most welcome development of Manston airport. I wish you all the utmost success in getting the airport open and functioning.

We are in Tyler Hill north of Canterbury and understand that the flight path from the west to runway 10 will be directly over the village.

Q. May we assume that the ratio of landings on runway 10 and runway 28 will be about 30% landing from the west and 70% landing from the east (taking account of the prevailing westerly winds), or is there a plan to actively use one runway over the other irrespective of wind direction (up to modest wind speeds)?

Q The former arrangement at Manston was a full Instrument Landing System (ILS) for runway 28 with a Localiser only for runway 10. Will this be the same for the new arrangement or an ILS for both runways?

Q At what height will airplanes join the landing system approaching from the west? Would this be at 10 miles distant from the runway (the location of Tyler Hill approx.) and at a height of 3000ft? Or can you be more specific as to the height of planes landing from the west over Tyler Hill?

Q. It would appear that departures from 28 would be at about 4000 ft on reaching Tyler Hill (ten miles) and 5000ft for departures from 10 (assuming turn to the west). Is this a fair approximation?

Q Will cargo and other use of the runways be more or less constant throughout the year, or would you expect peak periods, if so which?

Thanks for looking into these points and look forward to your response. HPC is free to publish my comments.

Again every success with developing the new airport.

Best regards

From:

Sent: 01 June 2020 17:32

To: 'manstonairspace@communityrelations.co.uk' <manstonairspace@communityrelations.co.uk>

Cc: 'clerk.hackingtonpc@outlook.com' <clerk.hackingtonpc@outlook.com>

Subject: Manston Airport Feedback

Dear Manston Airspace and Hackington Parish Council,

Thanks for fielding questions and feedback on the most welcome development of Manston airport. I wish you all the utmost success in getting the airport open and functioning.

We are in Tyler Hill north of Canterbury and understand that the flight path from the east will be directly over the village.

Q. May we assume that the ratio of landings on runway 10 and runway 28 will be about 30% landing from the east and 70% landing from the west (taking account of the prevailing westerly winds), or is there a plan to actively use one runway over the other irrespective of wind direction (up to modest wind speeds)?

Q The former arrangement at Manston was a full Instrument Landing System (ILS) for runway 28 with a Localiser only for runway 10. Will this be the same for the new arrangement or an ILS for both runways?

Q At what height will airplanes join the landing system approaching from the east? Would this be at 10 miles distant from the runway (the location of Tyler Hill approx.) and at a height of 3000ft? Or can you be more specific as to the height of planes landing from the east over Tyler Hill?

Q. It would appear that departures from 28 would be at about 4000 ft on reaching Tyler Hill (ten miles) and 5000ft departures from 10 (assuming turn to the west). Is this a fair approximation?

Q Will cargo and other use of the runways be more or less constant throughout the year, or would you expect peak periods, if so which?

Thanks for looking into these points and look forward to your response. HPC is free to publish my comments.

Again every success with developing the new airport.

Best regards

From: manstonairspace
Sent: 22 June 2020 18:13
To:
Subject: RE: Manston ACP Stage 2 Consultation Response

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 19 June 2020 12:37
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Manston ACP Stage 2 Consultation Response

Dear Sirs

Please find attached the Manston Stage 2 ACP Consultation response from Hackington Parish Council.

We have also attached a document that includes several comments, both positive and negative. from our residents on the basis that we have included their views within our response.

We are conscious that Stage 2 is not a 'public' consultation stage but find difficulty in submitting a response from the Parish Council without formally recognising the views of the electorate within the Parish and we have noted that we appear to have been missed out of the Stage 1 process.

We look forward to further engagement on the Manston project in due course.

Regards

Chairman, Hackington Parish Council

HACKINGTON PARISH COUNCIL

Formal Response to Stage 2 – Developing and Assessing design options Manston Airport

On behalf of Hackington Parish Council “HPC”, we write in response to the invitation by RSP on Stage 2: Developing and Assessing design options for Manston Airport.

Our comments at this stage are intended to raise matters generated by both elected Parish Councillors as well as those submitted to HPC by local residents with whom we have engaged during the Stage 2 consultation period.

We note that it is intended to embark on public consultation during Stage 3. However, given the strategic scale of this project, we would have preferred that any *public consultation* should have commenced at the earliest opportunity (Stage 2) to avoid decisions being taken on important design elements that the public may have strong views on – specifically around flight path options.

In your Explanatory Note that was provided for this consultation stage, we note that Step 1b of Stage 1 was completed in February 2020 following “engagement with representatives of the aviation sector and local communities”.

We have no record of this Parish Council being invited to participate in this earlier stage.

1. Options Development:

We note the Priority Design Principles within Table 1 and note the following points which specifically relate to the **major areas of concern** from this Council:

3. Procedures should be designed to minimise the impact of noise below 7000 feet;
4. Where practicable, designs should seek to minimise the impact of noise on particularly sensitive areas;
6. Procedures should be designed that minimise aircraft emissions to reduce air pollution;

We note your comments in 1.7 Next Steps but again raise the fact that this Council did not take part in establishing the Design Principles in Stage 1

The location of this Parish, to the north of the World Heritage City of Canterbury, is largely covered by some of the largest areas of ancient woodland in the UK. The area benefits from statutory designations including Sites of Special Scientific Interest (SSSI) , Landscape designations and holds Conservation Area status.

It is recognised that the revitalised development of Manston Airport could play a vital role in the much-needed regeneration of East Kent. However, the potential impacts of such a development has to be fully considered and steps taken to ensure the continuation of a quality of life valued by all of our residents.

We have specific concerns as to several of the flight paths options suggested in your Airspace Design document but appreciate that this is a draft options document which will be

HACKINGTON PARISH COUNCIL

Formal Response to Stage 2 – Developing and Assessing design options Manston Airport

refined over time. Those concerns at this stage are focussed on the potential impact on Canterbury City, the surrounding rural villages and the associated landscape, natural environment and wider conservation aspects within the area.

2.2.1: Runway 28 Departures

Left Hand Departures:

We support the logic of aircraft, subject to appropriate acceptable assessments, for aircraft departing from Runway 28 conforming to the route indicated by the red line i.e. reaching a seaward point at the earliest opportunity. However, we do not understand why aircraft routes “could follow on departure” any of the other blue routes indicated as that would allow low flight paths over more densely populated corridors.

Right Hand Departures:

We cannot see the argument or logic for the suggested ‘red line’ sweep for the RH departures as it suggests a very quick turn at low height over Margate itself rather than allowing a continued northern path over the sea. We therefore can see a justification for the second, third and fourth departure routes (blue routes) but can not see the argument for the first, fifth, sixth and seventh as those all produce flight paths directly over built up areas.

Figure 3 – Airspace Conflicts Runway 28:

This reinforces the argument that certain Runway 28 flight departure paths to the west of the airport are very constrained by the current activities of regional flights out of London City, Biggin Hill, Southend and Gatwick.

2.2.2: Runway 10 Departures:

Left Hand Departures:

Again, we highlight the fact that 5 of the 7 flight path options allow flight paths that minimise or avoid flights over land and particularly high-density urban development. Options 1 and 2 appear to suggest flight paths over these areas at very low heights (less than 3000 feet) and should not be explored further.

Right Hand Departures:

Again, we have serious concerns as to the acceptance or deliverability of any flight paths from Runway 10 (RH) that do not conform with reaching the sea in the minimal distance and therefore raise an objection to flight paths that travel in a westerly direction and over urban and rural areas.

2.4: Arrival (IAP):

It would appear that due to the conflict between Manston and existing South Eastern airports, the opportunities for missed approach landing options are limited for both Runway 10 and Runway 28. However, we have grave concerns that due to the low flying heights

HACKINGTON PARISH COUNCIL

Formal Response to Stage 2 – Developing and Assessing design options Manston Airport

which will be evident during such manoeuvres, there will be significant and unacceptable noise levels over residential, urban and rural communities unless a seaward route is adopted and maintained. From Figure 9, we particularly raise concerns on those paths that travel in a southerly/south westerly direction. Likewise, Figure 12 (Runway 10) suggests the option of similar flight paths over land when there are at least 3 options that would direct aircraft back over the sea in order to enter a holding pattern.

This is a summary of our concerns within the document at this stage and appreciate that it is a working document that will now be subject to scrutiny, further assessment and evaluation.

Finally, we have hopefully generated a summary of our 'preferred' options for taking this discussion forward and look forward to further consultation in due course.

manstonairspace

From: manstonairspace
Sent: 19 May 2020 16:56
To:
Subject: report Design Option Review Stage 2 CAP1616

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 19 May 2020 09:09
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616

Dear Community Relations team

Thank you for sharing the latest information on development of Design Options as part of an Airspace Change Proposal for Manston Airport.

We have reviewed this information and do not have any further comments to add at this stage. Please refer to our original Stage 2A Engagement response from 22 April for our comments on this Airspace Change Proposal.

Please contact me in the first instance if you have any queries relating to Gatwick Airspace while [redacted] is away.

Kind Regards

Head of Community Engagement

YOUR LONDON AIRPORT
Gatwick

Stay updated, sign up to receive Gatwick Airport's regular digital newsletter
www.gatwickairport.com/communitynewsletter

From: manstonairspace <manstonairspace@communityrelations.co.uk>
Sent: 15 May 2020 17:21
To:
Subject: [EXTERNAL SENDER] Manston Airport Design Option Review Stage 2 CAP1616

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Dear

I hope you are well.

We are contacting you to request your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport. We previously had correspondence with your Head of Airspace Strategy however, we received an email notifying us to email yourself instead.

RSP is currently awaiting a decision from the Government on its application to reopen Manston Airport as a freight hub. In the interim, we are progressing with a separate process for airspace change linked to the wider programme of airspace modernisation in the UK.

Input from stakeholders was invaluable in shaping our Design Principles during stage 1 of the Civil Aviation Authority's airspace change process.

We are now progressing stage 2 (of seven) in which we will develop a comprehensive list of options for airspace change and conduct an initial appraisal of the impacts of each option.

Please find attached an explanatory leaflet summarising our approach and a technical appendix setting out a comprehensive set of 'design envelopes' for your consideration.

Please provide any feedback on these designs by replying to this email by Friday 22nd May 2020.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team
RiverOak Strategic Partners (RSP)
Tel: 0800 0304137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From: manstonairspace
Sent: 18 May 2020 13:47
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this feedback into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 16 May 2020 15:54
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

[Here are Fordwich Town Council's further comments:](#)

Draft Comments from Fordwich Town Council on Manston Airspace Proposal
Fordwich Town Council comments on the proposals as follows:

R/W 28 Departure (Left), Fig 1: The track shown passes too close, and at too low an altitude (2000-4000 ft), to the Stodmarsh Nature Reserve, the Fordwich Conservation Area, and to the City of Canterbury. If such a SID is required, it should be orientated more towards the DET (Detling) VOR, and if needs be a height restriction / stepped climb mandated to avoid conflict with the vertical limits of the constrained airspace shown in Fig 3.

R/W 10 Departures (Left), Fig 4: Although aircraft should be at admittedly greater altitude (4000-5000 ft), the SW track shown would infringe the Stodmarsh Nature Reserve.

R/W 10 Departures (Right), Fig 5: The track shown passes too close to the Stodmarsh Nature Reserve, and the Fordwich Conservation Area, albeit at a greater altitude (4000-5000 ft) than the R/W 28 departures.

R/W 28 MAP, Fig 9: Comments as RW 28 Dep Left, above.

R/W 10 Approach Fig 10: The southerly Base Legs should be shifted north-westerly. In particular, the easterly of the two routes is too close to Canterbury and the Fordwich Conservation Area. A shift in these axes would permit a more gradual turn from Base Leg to Final Approach.

R/W 10 MAP, Fig 12: The southerly MAP track feeds into the proposed Base Legs in Fig 10, but altitude will be only 2000-3000 ft. It is thus too close and too low to the Fordwich Conservation Area and to Canterbury. It should be re-orientated, or only the northern downwind track used: as this is largely over the sea.

Regards,

From: manstonairspace [<mailto:manstonairspace@communityrelations.co.uk>]
Sent: 12 May 2020 12:25
To:
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From: manstonairspace
Sent: 15 May 2020 16:36
To: manstonairspace
Cc:
Subject: ort Design Option Review Stage 2 CAP1616

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this feedback into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

'RSP may share your personal data with third parties in relation to the proposed development of Manston Airport. Please refer to our Privacy Policy on our website www.rsp.co.uk/privacy-policy for details.'

From:
Sent: 15 May 2020 15:15
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:
Subject: FW: Manston Airport Design Option Review Stage 2 CAP1616

Thank you for your email looking for feedback on the proposal for Manston.

I have some comments from our Planning Committee who have discussed this over email, please see their comments below:

Comments from - With the current coronavirus climate any drastic changes to workforce and transportation sites may need to be looked at later.
The location would be ideal for further housing but would the area be able to handle the lack of careers and flights that the current airport offers.

Comments from - I believe both Manston and Lydd airports should be maintained as airports. If they could get off the ground better than they have been. It will give the county some long term employment. Building houses gives temporary jobs and builds the wrong type of housing. This county is going to be in bad shape coming out of lockdown. Our district has very poor employment which is usually low paid. We need major

companies in the district and this could happen with these two airports. Manston should be a great airport for freight and should be used to remove a large amount of freight movements from our roads. I believe the road infrastructure is pretty good around the airport. I believe there should be no night flights later than 11pm at both airports due to noise nuisance on neighbours. I agree with Belinda about Lydd but feel, if it could expand more as was originally planned. It would be good to see a new road that gives a direct route to the M20, train station in Ashford including Euro Star which would relieve any local road Traffic. If we get the expansion, hopefully it would create good local employment.

Comments from - any development there which leads to an increase of traffic onto the A259 would need to be accompanied by junction improvements at Hammonds Corner where the road into Lydd meets the main rd.

Comments from - I have visited both Manston and Lydd and am always shocked at the lack of activity and demand for both airports over the many years since my first visits in the eighties. With Covid the situation should get worse for aviation. If freight is commercially backed, however unlikely, it would seem nobody should prevent it as a use for an East Kent site with reasonable communications. One more chance perhaps. But it shouldn't be forgotten that the siting of both is purely for historic reasons. Manston was RAF like Hawkinge. The alternative is to say that they should stop betting on a relative longshot and instead develop housing on the flat, thoroughly concreted/spoilt site. That housing estate would also be relatively convenient road-wise and would probably be more needed than an airport. The northern access roads are poor but not badly sited. I would like to ask about the future of Lydd Airport. My basic feeling as a councillor and long time observer is that closed airports are always the target of a lot of fantasy and macho projects. Planners should give them both 5 years to get off the ground, and if nothing happens put housing there. We know people want housing, and the way things are it seems Gatwick will need all the aviation business it can get.

I apologise that they are individual comments and not a single comment from the Committee but due to the current pandemic we are not holding meetings and Cllrs are sending in individual comments. If you would like contact details for those Councillors who have commented for further discussion, please let me know.

Many thanks

Executive Assitant
Folkestone Town Council
Town Hall
1-2 Guildhall Street
Folkestone
CT20 1DY

Website: www.folkestone-tc.gov.uk

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From: manstonairspace <manstonairspace@communityrelations.co.uk>

Sent: 05 May 2020 14:04

To:

Subject: Manston Airport Design Option Review Stage 2 CAP1616

Dear

We are contacting you to request your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

RSP is currently awaiting a decision from the Government on its application to reopen Manston Airport as a freight hub. In the interim, we are progressing with a separate process for airspace change linked to the wider programme of airspace modernisation in the UK.

Input from stakeholders was invaluable in shaping our Design Principles during stage 1 of the Civil Aviation Authority's airspace change process.

We are now progressing stage 2 (of seven) in which we will develop a comprehensive list of options for airspace change and conduct an initial appraisal of the impacts of each option.

Please find attached an explanatory leaflet summarising our approach and a technical appendix setting out a comprehensive set of 'design envelopes' for your consideration.

Please provide any feedback on these designs by replying to this email by Friday 22nd May 2020.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team
RiverOak Strategic Partners (RSP)
Tel: 0800 0304137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

'RSP may share your personal data with third parties in relation to the proposed development of Manston Airport. Please refer to our Privacy Policy on our website www.rsp.co.uk/privacy-policy for details.'

From: manstonairspace
Sent: 04 June 2020 14:52
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 27 May 2020 13:23
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Thank you for the invitation to comment on the above document.

Folkestone & Hythe recognise the potential regeneration benefits for East Kent that Manston, as an operational airport, could bring. Specifically, inward investment and job creation and the consequential economic benefits to East Kent more generally.

It appears that you are at very early stages in your plans and intend to develop a comprehensive list of options for airspace change and conduct an initial appraisal of the impacts of each option. In this respect, Folkestone & Hythe District Council would urge you to ensure that that the impacts of flight paths are minimised, affecting the least number of people possible.

We would welcome sight of further technical information to inform the impacts of the flight path routes on our District and the predicted impacts on the operation and viability of Lydd Airport, before reaching a final view.

Folkestone & Hythe DC would wish to continue to be engaged in this process, participating in the proposed focus groups. Please direct further correspondence to myself in the first instance.

Kind regards,

Director - Place
Folkestone & Hythe District Council, Civic Centre,
Castle Hill Avenue, Folkestone Kent. CT20 2QY
Email:

Website: www.folkestone-hythe.gov.uk



From: manstonairspace [<mailto:manstonairspace@communityrelations.co.uk>]
Sent: 12 May 2020 12:07
To:
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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Manston Airport Team
RiverOak Strategic Partners

By email

Dear Sirs

Manston Airport Design Option Review Stage 2 CAP1616

Thank you for the invitation to comment on the above document.

You will be aware that Dover District Council has previously passed a Motion to support the retention of Manston as an operational airport, recognizing the role and place it can have in the UK aviation industry along with making a significant contribution for regeneration in the East Kent area. On this latter point, the prospects of significant inward investment and job creation and consequential economic benefit will assume even greater importance as the area recovers from the effects of the Covid-19 pandemic.

I note that Riveroak Strategic Partnership is progressing stage 2 (of seven) in which you will develop a comprehensive list of options for airspace change and conduct an initial appraisal of the impacts of each option. In this respect, DDC would wish to see that the impacts of the use of the flight path routes are minimised wherever possible and affect the least amount of people possible.

As you refine your designs, I hope that further technical information can be produced to inform the impacts of the flight path routes. DDC would wish to continue to be engaged in this process and participate in the proposed focus groups going forward during June.

Lastly, I wish you well for the impending Decision on the DCO and look forward to my colleagues continuing to work with Riveroak and others on the opportunities around skills and training.

Yours faithfully

Leader of the Council

**Leader's Office
White Cliffs Business Park
Dover
Kent CT16 3PJ**

Telephone: (
Fax: (01304) 872452
e-mail:
Website: www.dover.gov.uk

Leader of the Council

Direct Line: (
Our Ref: T1/TB/DJD
Your Ref:
Date: 19 May 2020

manstonairspace

From: manstonairspace
Sent: 20 May 2020 13:57
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 20 May 2020 10:10
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:
Subject: Manston Airport Design Option Review Stage 2 CAP1616

Dear Sir/Madam

Please find attached a letter from the Leader of Dover District Council with regard to the above.

Kind regards

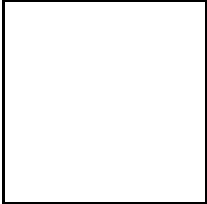


Civic Officer and PA to the Leader
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover,
CT16 3PJ

Web: <http://dover.gov.uk>



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From: manstonairspace
Sent: 15 May 2020 16:41
To: daa
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Thank you for your email and feedback provided for Manston Airport.

We will take your feedback into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 12 May 2020 16:30
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear Manston Airport Team,

Thank you for the opportunity to comment on your airspace change Options Development.

We do not wish to comment on the profiles indicated but we have noted the constraints indicated in Annex A that are occasioned by adjacent ANSPs. Rather than be forced to work round these existing arrangements, we believe it is important to balance Manston and adjacent ANSPs procedures to maximise overall safety and minimise flight crew and ATCO workload and environmental impacts; the CAA should address this as part of the Manston proposal.

Kind regards,

Director of Aviation Affairs
The Honourable Company of Air Pilots
Air Pilots House

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From: manstonairspace <manstonairspace@communityrelations.co.uk>

Date: Tuesday, 12 May 2020 at 11:45

To: daa <daa@airpilots.org>

Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From: manstonairspace
Sent: 22 June 2020 18:15
To: manstonairspace
Cc:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 18 June 2020 14:56
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:
Subject: Manston Airport Design Option Review Stage 2 CAP1616

Good afternoon,

Re: Manston Airport Design Option Review Stage 2 CAP1616

Please see attached on behalf of Deal Town Council

Kind regards

Committees Clerk
Deal Town Council
Town Hall
High Street
Deal
CT14 6TR

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To: Manston Airport Team, **RiverOak Strategic Partners**

From: Clerk to the Deal Town Council Transport, and Infrastructure Committee

Date: 18 June 2020

Subject: Manston Airport Design Option Review Stage 2 CAP1616

Following your request for feedback from Deal Town Council regarding the 'Manston Airport Design Option Review Stage 2 CAP1616', I can confirm that Deal Town Council has not been in a position to hold any formal meetings and pass any official resolution on the views of the Council, however, I have had the following feedback for members of our Transport, and Infrastructure Committee that they would like you to take into consideration.

From the below you can see that those members who offered opinions have raised a number of subjects for your consideration and are mixed with both support and objection: -

Cllr (A): There are already murmurings locally about the noise generated by arrivals and departures. Some of the proposed routes approaching and leaving Manston will fly over Deal. I think at the public consultation phase we should be trying to secure more information about noise, and whether it will have such an impact that mitigation measures should be considered. The experiences of those who remember when Manston was a passenger airport may be helpful here (before my time!).

Cllr (B): Jobs are badly needed in this area and Deal would possibly have a peripheral economic benefit from the reopening of Manston, so I am not opposed.

Cllr (C): Given both the current parlous state of the aviation industry worldwide and the impact of aviation on climate change, is the revival of Manston for flights still feasible?

Cllr (D): I am in favour of this, it will bring jobs to the community and also you have to look at the bigger picture and the bid for a Free Port that is being submitted by DDC supported by KCC Thanet CC and Folkstone CC which includes Manston Airport, the Tunnel, Dover Port and Dover Rail Station & possibly the proposed new Thanet Parkway rail station

Cllr (E): My views concur with Councillor (C) that I cannot see how the airport at Manston will be viable for the reasons he gave. Councillor (A) makes a valid practical handling point.

But the bigger problem notwithstanding the marginal economic benefits is that they will be far outweighed by environmental harms and I do not support the reopening of the airport. We as a TC have declared a climate emergency and are committed to carbon neutrality by 2025 and although beyond our remit and not the sole cause of carbon use harms supporting the airport re-opening would run counter to this policy.

We should be lobbying for greener freight transportation i.e. rail and other alternative green employment opportunities.

Cllr (F): I have my concerns re the viability of a working airport at Manston both commercially and Environmentally.

I think the current virus situation will cause the airline industry as a whole to re-evaluate Operational models which must change.

In summary "I am not convinced"

It should be obvious that most objectors would place different priorities on the issues.

For example, this alternative list would place a higher priority on respondents concerns, rather than those seeking to operate the airport without concern for those affected.

REVISED TABLE 1

1	Procedures must be designed that minimise aircraft emissions to reduce air pollution
2	Designs must minimise the impact of noise on particularly sensitive areas
3	Procedures must minimise the impact of noise below 7,000 feet
4	Designs must make provision for multiple routes that can be used to spread the noise burden more equitably
5	Procedures must be designed to meet acceptable levels of flight safety
6	Procedures must be designed to minimise the number of track miles flown
7	Design options must accord with the CAA's published Airspace Modernisation Strategy (CAP 1711) and any current or future plans associated with it
8	Designs must minimise the impact on other airspace users in the local area

In addition, Priority 2, above, has had "Where practicable" deleted, because sensitive areas must be protected, and also none of the other principles say 'where practicable'.

Likewise "should seek to" has been changed to "must", because the priorities "minimise" impacts, so "should seek to" is too vague, and easily whitewashed away.

You may say that Priority 5, "Procedures must be designed to meet acceptable levels of flight safety" must be a top priority, but that is putting the cart in front of the horse.

For example, if procedures which minimise aircraft emissions cannot be designed to be safe, then they would unacceptable.

So the initial design process must be to achieve Principles 1 to 4, and can then be assessed against 5 to 8.

As the Ramsgate Town Council response to you has shown, this process would yield no acceptable flight paths, hence it is obvious that the airport cannot operate, and these flight path proposals are unacceptable.

The only routes that might actually minimise impacts would be routes over the sea, well away from the coast and any bird migration routes.

This would also mean all departures on Runway 28 to the west, and then turning right over the sea.

3 Design Options

The primary focus of any route, as noted above, must be to go over the sea, well away from the coast and any bird migration routes.

A1 Runway 28 Departures:

None of the routes Shown in Fig 1 are acceptable

In Figure 2, except for the three routes going north west, north and north east all others are unacceptable.

A2 Runway 10 Departures

None of the routes shown in Figure 4, Left hand departures and Figure 5 Right-hand departures are possible, because they all go over Ramsgate at low level, causing unacceptable noise, disturbance and pollution to the 40,000 people who live there.

A3 Runway 28 Approaches

Likewise none of the approaches shown in Figs, 7, 8 and 9 acceptable.

A4 Runway 10 Approaches

Similarly none of the options shown in figures 10 and 11, are acceptable because they all go over Herne Bay, which like Ramsgate, has some 40,000 people who would suffer unacceptable noise, disturbance and pollution.

The Revised Figure 12, also shows the unacceptable impacts over Ramsgate.

Hence the conclusion is that there are no routes are possible using both Runway 10 and Runway 28.

So this Airspace Change Proposal should be terminated now.

Annex

Letter to Secretary of State for Transport, The Rt Hon. Grant Shapps MP, and to the Parliamentary Under Secretary of State (Aviation), Kelly Tolhurst MP from ICCAN

The Rt Hon. Grant Shapps MP, Secretary of State for Transport Kelly Tolhurst MP, Parliamentary Under Secretary of State (Aviation) Department for Transport Great Minster House 33 Horseferry Road London SW1P 4DR

Dear Secretary of State for Transport and Minister for Aviation,

Noise management a key priority when aviation levels increase

20 May 2020

When the Independent Commission on Civil Aviation Noise (ICCAN) published our first Corporate Strategy in the spring of 2019, we could scarcely have imagined the events to come and the impact Covid-19 would have on the aviation industry.

My fellow ICCAN board members and I feel a great deal of empathy for the many thousands of people employed in the aviation industry, and the uncertainty that lies ahead. I know that you and your teams will be focussed on the industry's recovery, which will be vital in returning our nation to something like normality. As the independent body that advises on aviation noise, we are ready to play our role in shaping the way noise is managed as the industry recovers.

We see current events – and I write this with utmost sensitivity – as an opportunity for a re-think about the way aviation noise is considered when both strategic and operational decisions are taken about the future of aviation. One of the expected consequences of the quieter skies that many, though by no means all, communities are now experiencing is that subsequent increases in aviation activity levels will be even more noticeable.

The public will need to trust that the rebuilding of the aviation industry – at whatever pace – is done in a sustainable way. The decisions taken when rebuilding cannot be at any cost and this applies to the detrimental effects of noise on the public, as much as it does to climate change concerns.

In the understandable desire to rebuild aviation swiftly and efficiently, not being seen to prioritise aviation noise management is likely to generate a significant negative reaction from local communities. This, we believe, could have considerable momentum as the awareness of aviation activity increases towards pre Covid-19 levels.

We must build on decisions taken recently by airlines, such as the early retirement of some of the older and noisier fleet of aircraft, and implement a clear, consistent and transparent approach to noise mitigation. Given the particular health impacts of noise on some communities around airports, it is of paramount importance that noise management and mitigation is properly considered as activity levels pick up again and, in due course, the modernisation of our airspace is begun.

Independent Commission on Civil Aviation Noise Spaces, Albion House High Street Woking GU21 6BG

The events of the last few months have also required us to review and revise ICCAN's work programme, and in the next few weeks we will publish our plans for the second year of our two- year Corporate Strategy and work programme. Given the impact on the levels of aviation activity, we have chosen to use the summer 2020 period to collect and analyse data on aircraft movements, noise monitoring and attitudes around airports – a unique opportunity for us to use data to understand the impact as such historic low levels of activity begin to increase.

We also intend to publish our work on metrics before the summer recess, in which we will set out our opinion on improvements required to the way in which aviation noise is monitored, measured, analysed and published. This publication will set out a framework of improvements to the consistency, reliability and transparency of noise measurement – one step further along the path to rebuilding the trust between communities and the industry.

While we have a number of other ongoing projects and lines of enquiry in our work programme, our activity this year will build towards our advice to Government on the future of aviation noise regulation; we expect to deliver this by the end of the year. We are already clear that in many aspects of noise management, increased consistency and transparency across the UK is required.

The best practice guidance we intend to produce in the coming months on issues such as consultation and engagement, insulation, metrics and operational procedures will be framed along those lines.

When the time is right, I would be delighted to meet you to discuss ICCAN's role in giving guidance on noise management during the recovery of the aviation industry, and how we can advise government as it re-considers the Aviation 2050 strategy and white paper.

I am copying this letter to the Ministers responsible for transport in the devolved nations, with whom I would be equally keen to meet and discuss our role in managing aviation noise.

Yours sincerely,

Head Commissioner, ICCAN

From: manstonairspace
Sent: 15 June 2020 10:29
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 14 June 2020 11:10
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Thank you for this correction.
I'm glad your Airspace Planners have now been able to sort their Easts from Wests!

I attach my Response and my Conclusion is that your proposals are impossible to implement for the reasons given in my response.

I therefore hope and expect you to withdraw both the airspace change proposals and the associated airport application.

Thank you,

On 12 May 2020, at 12:10, manstonairspace <manstonairspace@communityrelations.co.uk> wrote:

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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<RSP Manston Appendix A_Technical Info_Airport_Options_Dev_Stage_2_v2_correction.pdf><RSP Manston_Explanatory Leaflet_Stage_2.pdf>

From: manstonairspace
Sent: 18 May 2020 14:15
To: manstonairspace
Subject: Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 14 May 2020 10:04
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Hello
Please find Chestfield Parish Council's response below:

Thank you for allowing us the opportunity to have sight of and take part in Stage 2. However, Chestfield Parish Council does not feel sufficiently qualified to comment on the design options to be taken forward to Stage 3. The parish council would however like to be included in the next stage(s) as the CAP 1616 process progresses.

From: manstonairspace [<mailto:manstonairspace@communityrelations.co.uk>]
Sent: 12 May 2020 12:18
To: clerk@chestfieldparishcouncil.gov.uk
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From: manstonairspace
Sent: 15 May 2020 16:30
To: manstonairspace
Subject: FW: Manston ACP Stage 2

From: manstonairspace <manstonairspace@communityrelations.co.uk>
Sent: 15 May 2020 16:29
To:
Subject: RE: Manston ACP Stage 2

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take your feedback into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

'RSP may share your personal data with third parties in relation to the proposed development of Manston Airport. Please refer to our Privacy Policy on our website www.rsp.co.uk/privacy-policy for details.'

From:
Sent: 15 May 2020 15:40
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Manston ACP Stage 2

Please accept these comments from Channel Gliding Club:

Annex A1
Figure 1

Left hand departures on runway 28 could conflict with gliders operating from Waldershare Park. Gliders currently operate up to 7000ft and generally within a 15 mile radius of the field.

Figure 2

No comment

Figure 3

No comment

Annex A2

Figure 4

The southerly departure route could conflict with gliders from Waldershare Park

Figure 5

Right hand departures on runway10 could conflict with gliders operating from Waldershare Park. Gliders currently operate up to 7000ft and generally within a 15 mile radius of the field.

Figure 6

The shaded area and area bounded by a red broken line are not fully understood. If this airspace were to become restricted to glider traffic (specifically the south eastern segment), it would have a big impact on glider operations.

Annex A3

Figure 7

Runway 28 approach as shown would conflict with glider operations from Waldershare Park.

Figure 8

Runway 28 approach as shown would conflict with glider operations from Waldershare Park.

Figure 9

Missed approach traffic as shown could conflict with glider operations from Waldershare Park.

Annex A4

Figure 10

Runway 10 approach as shown could conflict with glider operations from Waldershare Park.

Figure 11

Runway 10 approach as shown could conflict with glider operations from Waldershare Park.

Figure 12

Runway 10 missed approach as shown could conflict with glider operations from Waldershare Park.

From: manstonairspace
Sent: 22 June 2020 18:15
To:
Subject: RE: Stage 2 - Airspace Design Process

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 18 June 2020 14:15
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Stage 2 - Airspace Design Process

To- Manston Airport Team
RiverOak Strategic Partners

Dear Sirs

Thank you for inviting Canterbury City Council to comment at Stage 2 of the Airspace Design Process. We do have initial comments to make at this stage but we reserve our right to comment fully and formally at the forthcoming public consultation stage

The Council remains clear that disruptive flight paths over the north coast should be avoided and that there should be no night flights other than those that are absolutely essential e.g. emergency flights etc

The flight paths in the appendices show flight paths over the Canterbury District, in particular a flight path is shown as a direct path from the airport over Herne Bay. Given the proximity of Herne Bay to the runway, a direct flight path passing over Herne bay would result in aircraft flying at low levels directly over Herne Bay. We have significant concerns at the noise impact that would be experienced by residents as a result of this proposed flight path.

We would therefore ask that you review this proposed flightpath and omit any direct flight path over Herne Bay. We reserve the right to make further representations on this and any other matters at the formal consultation stage.

I would be grateful if you acknowledge receipt of this email.

Many thanks

Head of Planning

Head of Planning

From: manstonairspace
Sent: 09 June 2020 13:04
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

In a few weeks' time we will send out invites to a representative of Canterbury Council to join our virtual focus groups, where they will have the opportunity to follow up with questions and comments. More information and joining instructions will follow in due course.

RSP remains committed to reopening Manston Airport as a dedicated freight hub. The current challenges facing airlines underline the importance to the UK of standalone freight services which are not reliant on commercial passenger flights for 'belly-hold' capacity.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

'RSP may share your personal data with third parties in relation to the proposed development of Manston Airport. Please refer to our Privacy Policy on our website www.rsp.co.uk/privacy-policy for details.'

From:
Sent: 08 June 2020 10:49
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Good morning,
Thanks for letting me see Options development (Part 2) to see your current proposals.
My comments are:

Figure 1: Runway 28 left-hand departure
Two of the indicated flight paths go directly over Herne Bay and Canterbury. Is there any scope in adjusting these flight paths away from population?

Figure 2: Runway 28 right-hand departure
Again, there is a flight path directly over Herne Bay. Is there any scope to remove this option as the flight path to Shoeburyness is nearby?

Figure 10: Approach and missed approach
Another route that goes directly over Herne Bay - could this be adjusted to be more out to sea?

Also, with the fundamental changes that are occurring as a result of Covid-19, are you considering bidding for slots that will become available after Virgin Atlantic ceases running at Gatwick as an alternative to trying to re-open Manston?

Regards

On Thu, 21 May 2020 at 12:24, manstonairspace <manstonairspace@communityrelations.co.uk> wrote:

Dear

Last week (12 May) we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

In recognition of the pressures on many organisations and individuals as a result of the COVID-19 crisis we have taken the decision to extend the deadline for providing feedback from Friday 22 May to Friday 19 June.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups, the dates of which are to yet to be confirmed.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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Councillor, Wincheap ward)

From: manstonairspace
Sent: 15 June 2020 10:26
To: town.clerk@broadstairs.gov.uk
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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-----Original Message-----

From: town.clerk@broadstairs.gov.uk <town.clerk@broadstairs.gov.uk>
Sent: 10 June 2020 10:09
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Good morning

Thank you for your email and the opportunity to provide feedback on the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

The documents were discussed at a meeting of our Planning Committee on Monday 1st June and it was resolved unanimously to feedback "No Comment."

Kind regards

Deputy Town Clerk
Broadstairs & St. Peter's Town Council

Email: town.clerk@broadstairs.gov.uk
[www.broadstairs.gov.uk](<http://www.broadstairs.gov.uk/>) Please note my usual working week is 08:30am to 1:00pm Monday to Friday, please leave a message or email outside of these times.
This email and any attachments are confidential and intended solely for the addressee and may also be privileged or exempt from disclosure under applicable law. If you are not the addressee, or have received this email in error, please notify the sender immediately, delete it from your system and do not copy, disclose or otherwise act upon any part of this email or its attachments. Any views expressed in this email are those of the individual sender, except where the sender specifies and with authority, states them to be the views of Broadstairs and St. Peter's Town Council.

-----Original Message-----

From: "manstonairspace" <manstonairspace@communityrelations.co.uk>
Sent: Thursday, 21 May, 2020 12:27
To: "town.clerk@broadstairs.gov.uk" <town.clerk@broadstairs.gov.uk>
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Dear

Last week (12 May) we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

In recognition of the pressures on many organisations and individuals as a result of the COVID-19 crisis we have taken the decision to extend the deadline for providing feedback from Friday 22 May to Friday 19 June.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups, the dates of which are to yet to be confirmed.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk<mailto:manstonairspace@communityrelations.co.uk>

Website:

www.rsp.co.uk<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.rsp.co.uk&data=02%7C01%7CAdrian.Fox%40DOVER.GOV.UK%7C0c1eb431a5bf460edaa708d77737124d%7C97d0cb53199d4c70a001375e8c953735%7C0%7C0%7C637108950731642734&sdata=TRXpIY10Ytwi6hVoE0M4rBGS5zfHuiWg3SSywgTMnok%3D&reserved=0>

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From: manstonairspace
Sent: 22 June 2020 18:11
To: ceo
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From: ceo <ceo@britishhelicopterassociation.org>
Sent: 19 June 2020 15:15
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Good afternoon

The only comment the BHA has is that the departures from Runway 10 left and righthand both show a SID which parallels the coast exactly over the major seaside towns. By extending the 100 deg heading for a couple more miles there will be less noise nuisance to the built up areas. A turn not before distance criteria would be better than a height so as to allow for the differing climb performance of aircraft.

CEO British Helicopter Association

From: manstonairspace
Sent: 15 June 2020 11:32
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Good morning,

On the 12th May we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

This is a gentle reminder that the deadline for providing feedback on these designs is this Friday 19th June.

If you have already responded with your feedback, please be assured that we will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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manstonairspace

From: manstonairspace
Sent: 19 May 2020 16:49

Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 19 May 2020 16:45
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Manston Airport Team,

Further to your email dated 12th May, we have the following comments with regard to your Airport Design Option Review Stage 2:

- The submission states that there will be difficulty in integrating arrivals with Biggin Hill's arrivals. Paragraph 2.4 states "*The approach procedure will be challenging due to the confliction with traffic flows on the arrival procedures for London City and Biggin Hill Airports.*", which is shown in Figure 8. The proposals have not factored in any non-RNAV equipped aircraft inbound to Biggin Hill and this would need to be addressed prior to any final proposal.
- The submission does not show how Manston intends to operate their Northly departures. As far as we can assess, the Northerly departures will have the same problem integrating with Biggin Hill arrivals via the RNAV1 transition.
- Paragraph 2.2 states that the SIDs "*Will be developed by NATS as part of the London Airspace Management Programme (LAMP) Phase 2 ACP*". As LAMP is effectively 'paused' and some way off implementation, it is impossible for Biggin Hill to know exactly what impact they will have on our operation. Suffice to say the proposal indicates that there would be disruption to our traffic, which would require extremely careful consideration.
- If the current LAMP proposals turn into reality the following confliction is bound to arise. Namely, Biggin Hill Easterly departures reaching their 'letterbox level' vs. Manston Westerly departures trying to achieve their 'letterbox level'.

- At present the proposal has no accurate location for an IFR hold. Paragraph 2.4 states “*No Hold positions have been indicated at this stage*”.

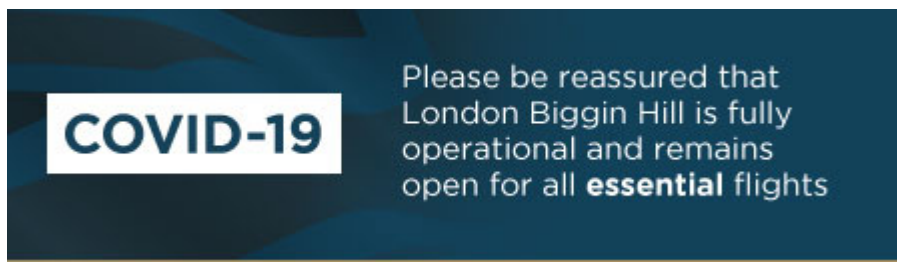
In summary, in its present form the ACP appears to present a potential threat to our operation and will need much more detailed consultation before we are content with this proposal.

Kind Regards

CHIEF EXECUTIVE OFFICER



T:
F: +44(0)1959 540406
London Biggin Hill Airport EGKB, Biggin Hill, Bromley TN16 3BH, UK



London Biggin Hill Airport EGKB, Biggin Hill, Bromley TN16 3BH

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Registered Office: Passenger & Executive Terminal Biggin Hill Airport Main Road Biggin Hill Kent TN16 3BH
Registered in England and Wales No: 02891822

From: manstonairspace <manstonairspace@communityrelations.co.uk>
Sent: 12 May 2020 11:50
To:
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From: manstonairspace
Sent: 16 June 2020 17:19
To:
Cc:
Subject: age 2 CAP1616 - Deadline reminder

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 16 June 2020 09:35
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Dear Manston Airport Team,

Please find attached our response sent to you on 19th May 2020.

Ca you please acknowledge that you received the original email.

Kind Regards

CHIEF EXECUTIVE OFFICER



F: +44(0)1959 540406

London Biggin Hill Airport EGKB, Biggin Hill, Bromley TN16 3BH, UK



London Biggin Hill Airport EGKB, Biggin Hill, Bromley TN16 3BH

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Registered in England and Wales No: 02891822

From: manstonairspace <manstonairspace@communityrelations.co.uk>
Sent: 15 June 2020 11:32
Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Good morning,

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This is a gentle reminder that the deadline for providing feedback on these designs is this Friday 19th June.

If you have already responded with your feedback, please be assured that we will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From:
Sent: 19 May 2020 16:45
To: manstonairspace
Cc:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 -
Correction to Appendix A

Manston Airport Team,

Further to your email dated 12th May, we have the following comments with regard to your Airport Design Option Review Stage 2:

- The submission states that there will be difficulty in integrating arrivals with Biggin Hill's arrivals. Paragraph 2.4 states "*The approach procedure will be challenging due to the confliction with traffic flows on the arrival procedures for London City and Biggin Hill Airports.*", which is shown in Figure 8. The proposals have not factored in any non-RNAV equipped aircraft inbound to Biggin Hill and this would need to be addressed prior to any final proposal.
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- At present the proposal has no accurate location for an IFR hold. Paragraph 2.4 states "*No Hold positions have been indicated at this stage*".

In summary, in its present form the ACP appears to present a potential threat to our operation and will need much more detailed consultation before we are content with this proposal.

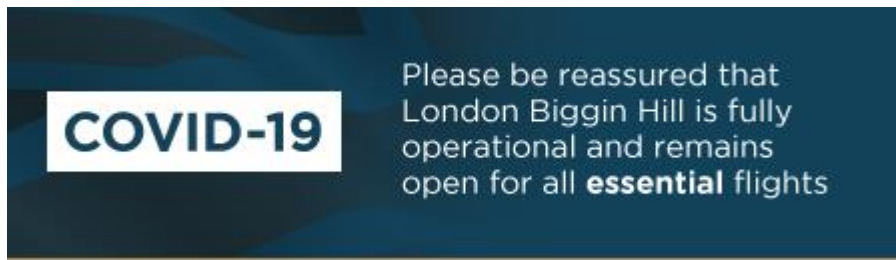
Kind Regards

CHIEF EXECUTIVE OFFICER



F: +44(0)1959 540406

London Biggin Hill Airport EGKB, Biggin Hill, Bromley TN16 3BH, UK



London Biggin Hill Airport EGKB, Biggin Hill, Bromley TN16 3BH

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Registered in England and Wales No: 02891822

From: manstonairspace <manstonairspace@communityrelations.co.uk>

Sent: 12 May 2020 11:50

To:

Subject: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear ,

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

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Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From: manstonairspace
Sent: 22 June 2020 18:06
To:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 19 June 2020 17:35
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Dear Sir

Please find attached AEF Comments: technical appendix entitled Appendix A - Manston Airport Airspace Design and Procedures Options Development Part 2.

Kind regards

On Tue, Jun 16, 2020 at 9:08 AM manstonairspace <manstonairspace@communityrelations.co.uk> wrote:

Dear

Thank you for your email.

Along with the technical appendix we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email.

Many thanks,

Andrew

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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From:

Sent: 15 June 2020 18:53

To: manstonairspace <manstonairspace@communityrelations.co.uk>

Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Deadline reminder

Dear Sir

Thank you for your email.

I have not received the Design Options as part of an Airspace Change Proposal for Manston Airport referred to in your email of today's date (15 June 2020).

Could you please email me the relevant Design Options documents/information so that I can **provide input/feedback** on these designs.

Kind regards

On Mon, Jun 15, 2020 at 11:51 AM manstonairspace <manstonairspace@communityrelations.co.uk> wrote:

Good morning,

On the 12th May we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

This is a gentle reminder that the deadline for providing feedback on these designs is this Friday 19th June.

If you have already responded with your feedback, please be assured that we will take this into account while reviewing design options and will continue to engage with you as our proposals develop.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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Thank you for your email of 16 June 2020 attaching the technical appendix entitled Appendix A - Manston Airport Airspace Design and Procedures Options Development Part 2 for comment by 19 June 2020.

For the avoidance of any doubt, I have received in total 3 emails from you: 2 emails from you of 15 June 2020 and of 21 May 2020 neither email had an attachment and an email from you of 18 November 2019 confirming receipt of my email with the Aviation Environment Federation's ("AEF") Response Manston Airport Airspace Design and Procedures Design Principles Questionnaire.

In relation to the technical appendix entitled Appendix A - Manston Airport Airspace Design and Procedures Options Development Part 2:

Overall Comment

We say

- Overflying Ramsgate is not acceptable.
- At Paragraph 1.4 there is a Table 1 in which there are a number of Design Principles to act as a framework.
- As the AEF have made clear to you as someone who has local knowledge I am responding from an informed local position. However, in order for all Stakeholders to comment from an informed position rather than one of unconscious bias, the technical appendix must put the flight paths in the context of what they are claiming to be measured/prioritised against. Otherwise all you are doing is collecting popularity votes. That cannot be what the CAA under CAP 1616 is seeking to achieve.
- In order for Stakeholders to make an informed comment at Stage 2 you must provide:
 - maps showing altitude contours at 500 (FIVE HUNDRED) feet intervals up to 7000 (SEVEN THOUSAND) feet for departures and approaches
 - the assumed rate of climb for departures and rate of descent for approaches and the reference and authority for this assumption
 - population density and percentage of vulnerable population at altitude contours at 500 (FIVE HUNDRED) feet intervals up to 7000 (SEVEN THOUSAND) feet for departures and approaches
 - numbers of care facilities (including care homes), medical facilities, mental health facilities, special needs facilities, schools, youth centres, tranquil and/or rural areas (including beaches) used for the public for recreational purposes and places of worship, cultural and/or historical assets at altitude contours at 500 (FIVE HUNDRED) feet intervals up to 7000 (SEVEN THOUSAND) feet for departures and approaches
 - location of Air Quality Management Areas at altitude contours at 500 (FIVE HUNDRED) feet intervals up to 7000 (SEVEN THOUSAND) feet for departures and approaches

- This information should not be controversial for you to provide to Stakeholders with the technical appendix.

RSP Priority 1 - Design Principle: Procedures must be designed to meet acceptable levels of flight safety

We say - The document does not provide the following information; population density under flight paths, altitudes and/or [Public Safety Zones](#) . Bournemouth airport, London (Luton) airport, Prestwick airport, East Midlands airport, Southampton airport and Southend airport all have Public Safety Zones.

It is clear that **ALL** Runway 28 Approaches (Figures 7, 8) and Runway 10 Right Hand Departures (Figure 5) and Runway 10 Missed Approach (Figure 12) all fly directly over Ramsgate. Under the extended runway centreline much of the population of Ramsgate resides, a large number of 42,306 people, in addition to housing, schools, parks, medical facilities, tourist attractions and the town centre. The altitude of overflying planes will be LESS THAN 700 (SEVEN HUNDRED) feet and in places as low as 300 (THREE HUNDRED) feet. Reports show that most air accidents occur during take-off and landing phases¹. Priority 1 has not been met. Overflying Ramsgate is not acceptable.

RSP Priority 3 - Design Principle 3: Procedures should be designed to minimise the impact of noise below 7,000 feet

We say - It is clear that **ALL** Runway 28 Approaches (Figures 7, 8) and Runway 10 Right Hand Departures (Figure 5) and Runway 10 Missed Approach (Figure 12) all fly directly over Ramsgate at LESS THAN 700 (SEVEN HUNDRED) feet regardless of which direction the aircraft could fly when it reaches 7,000. Therefore all Runway 28 and Runway 10 Approaches are not designed to minimise the impact of noise below 7,000 feet. Priority 3 has not been met. Overflying Ramsgate is not acceptable.

RSP Priority 4 - Design Principle 4 refers to the impact of noise in “sensitive areas” and where practicable, designs should seek to minimise the impact of noise on particularly sensitive areas

We say - Sensitive areas self evidently include centres of population. It is crystal clear that whichever airspace options are selected every Runway 28 Approach and every Runway 10

¹ <https://www.gov.uk/government/organisations/air-accidents-investigation-branch>

Departure would overfly the very centre of Ramsgate as well as sites of care facilities (including care homes), medical facilities, mental health facilities, special needs facilities, schools, youth centres, tranquil and/or rural areas (including beaches) used for the public for recreational purposes and places of worship, cultural and/or historical assets. It is of note that the flight paths hug the coast on either side of Ramsgate. These areas have significant bird populations. Priority 4 has not been met. Overflying Ramsgate is not acceptable.

RSP Priority 6 - Design Principle 6: Procedures should be designed that minimise aircraft emissions to reduce air pollution

We say - Two key factors in the extent and impact of air pollution from aircraft are the population exposed and the altitude of the source of pollution. Design Principle 6 is severely compromised in the case of low flying aircraft over a centre of population. In the case of Ramsgate there can be no compliance with Design Principle 6. Further, Ramsgate is subject to an Air Quality Management Area. Priority 6 has not been met. Overflying Ramsgate is not acceptable.

Conclusion

We Say - Overflying Ramsgate is simply not acceptable.

manstonairspace

From: manstonairspace
Sent: 20 May 2020 17:18
To: Ash Pc Clerk
Subject: RE: Manston ACP Stage 2

Dear

Thank you for your email and feedback provided on the design envelopes for Manston Airport.

We will keep this in mind as we continue to engage with you further as our proposals develop.

Yours sincerely,

Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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-----Original Message-----

From:
Sent: 14 May 2020 15:14
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc: Ash Pc Clerk <clerk@ashpc.kentparishes.gov.uk>
Subject: Manston ACP Stage 2

To whom it my concern:

In regard to the Design Envelopes, clearly the areas of Herne Bay and Ramsgate will need special consideration. Herne Bay is mainly a retirement area and Ramsgate town will be most affected by frequency of flights.

I also note that there seems to be no process for consultation when the airport is operational. I would therefore like to see a Consultation Group set up to monitor and adjust flight paths if necessary.

Kind regards

Ash Parish Council

From:
Sent: 23 June 2020 07:28
To: manstonairspace
Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Extended deadline

Follow Up Flag: Follow up
Flag Status: Completed

Good morning,

Apologies for the slightly late response to your email.

ARPAS UK has no objection to any of the ACP for Manston Airport. We would however request that Operators of UAVs are taken into consideration in whatever becomes your definitive design proposal. Specifically, the granting of access to your FRZ with the minimum of constraints is requested and if the UAV Operator is not landing or taking off from the airport land, that no charges should be levied for the use of your airspace.

kind regards

Regulation Director

ARPAS-UK

Twitter: @ARPASUK
LinkedIn: ARPAS-UK



On 21 May 2020, at 12:20, manstonairspace <manstonairspace@communityrelations.co.uk> wrote:

Dear

Last week (12 May) we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport.

In recognition of the pressures on many organisations and individuals as a result of the COVID-19 crisis we have taken the decision to extend the deadline for providing feedback from Friday 22 May to Friday 19 June.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups, the dates of which are to yet to be confirmed.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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manstonairspace

From: manstonairspace
Sent: 20 May 2020 18:33
To:
Cc:
Subject: RE: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear

Thank you for your email.

We will keep this in mind as we continue to engage with you further as our proposals develop.

Yours sincerely,
Manston Airport Team
RiverOak Strategic Partners
Tel: 0800 030 4137
Email: manstonairspace@communityrelations.co.uk
Website: www.rsp.co.uk

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From:
Sent: 12 May 2020 16:03
To: manstonairspace <manstonairspace@communityrelations.co.uk>
Cc:
Subject: Re: Manston Airport Design Option Review Stage 2 CAP1616 - Correction to Appendix A

Dear Manston Airport Team,

Thank you for your emails and for the amended document.

AEF does not have the necessary local knowledge to respond to your airspace consultation. You might recall that we previously passed on your emails concerning your consultations to _____ (one of our members and copied in) who does have that local knowledge. _____ will be responding to you again shortly, and we ask you to give her views your full consideration.

Thanks again, and best wishes,

On Tue, 12 May 2020 at 11:41, manstonairspace <manstonairspace@communityrelations.co.uk> wrote:

Dear

Last week on the 5th May, we sent out a request for your input to the development of Design Options as part of an Airspace Proposal Change for Manston Airport.

We have noticed however that Figure 12 in the technical appendix (Appendix A) setting out a set of 'design envelopes' was incorrect. Please accept our sincere apology and find an amended version of this document attached with this email.

Along with the technical appendix in the previous email we attached an explanatory leaflet summarising our approach, which we have re-attached again to this email for your convenience.

The deadline for providing feedback on these designs remains Friday 22nd May.

Based on your comments we will refine our designs and seek further feedback from stakeholders through focus groups to be held in June (most likely using video-conferencing technology given the current social distancing). More information and joining instructions will follow later this month.

Thank you for your continued engagement in this airspace change process.

Yours sincerely,

Manston Airport Team

RiverOak Strategic Partners

Tel: 0800 030 4137

Email: manstonairspace@communityrelations.co.uk

Website: www.rsp.co.uk

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--

Outreach Manager

Aviation Environment Federation

2nd Floor, 40 Bermondsey Street, London, SE1 3UD

0203 859 9371

www.aef.org.uk

twitter.com/The_AEF

[Sign up](#) to AEF's newsletter

1 Stage 2 Options Development

1.1 Manston Airport – NATS Stage 2 Discussion

This document details the discussion held between representatives of the Manston Airport ACP project and the NATS LAMP Design Team on 19th May 2020.

The meeting was hosted on *Microsoft Teams* and was attended by:

The aim of the meeting was to discuss the effects of Manston Airport's design options on the air traffic network in the south east of England, based on both the current network design and the anticipated network design as a result of the NATS LAMP ACP.

NATS indicated these are initial discussions only and wider subject matter expertise, procedure development work and safety analysis will be required to mature options for deployment..

1.2 Airspace Development - General

Whilst the airspace design options for LAMP are still being developed, there is unlikely to be a significant change to the overall utilisation of the airspace. Key points are as follows:

- Airspace to the west and northwest of Manston is predominantly used for traffic arriving and departing at other London TMA airports such as Heathrow and Gatwick.
- Routes above/south of Manston are for eastbound traffic.
- Routes to the north and over the lower Thames Estuary are used for westbound traffic aligning with the London City point merge.
- Recently revised procedures are unlikely to change again:
 - The London City point merge structure with flows from GODLU and JACKO into TANET.
 - Southend STARs with flows from OKVAP and JACKO.
- The airspace oversea to the east of the Southend STARs provides an area for climbs and descents, notwithstanding proximity of FIR boundary.

1.3 Departures Routing North or North West

- Runway 28:
 - Direct departures on heading will conflict initially with the London City arrival procedures and subsequently with LTMA departures in the DET area – this would be likely to cause significant complexity issues within the terminal control operation.
 - Left-hand turn onto southerly heading will conflict with eastbound flow from the London TMA with sufficient height gain not achievable in distance available.

- Initial heading, right-hand turn to north-east to avoid arrivals procedures suitable to access UK exit points to North East
- Initial right-hand turn onto south/south-easterly heading, over lower Thames Estuary could allow sufficient height gain to route westbound at DVR before joining north/north-west flows.
- Runway 10:
 - Left turn as soon as possible after take-off direct onto heading would impact with arrivals procedures for London City/Southend.
 - Option to extend further east before turning onto a north/north-easterly heading.
 - Option to extend further east before turning south/south-easterly to gain height before joining westbound flow at DVR before routing north/north-west.

1.4 Departures Routing West

- Runway 28:
 - Direct departures on heading will conflict initially with the London City arrivals and subsequently with LTMA departures in the DET area this would be likely to cause significant complexity issues within the terminal control operation.
 - Left-hand turn onto southerly heading will conflict with eastbound flow from the TMA with sufficient height gain not achievable in distance available.
 - Initial right-hand turn onto south/south-easterly heading, over lower Thames Estuary, could allow sufficient height gain to route westbound at DVR
- Runway 10:
 - Left or right turn as soon as possible after take-off direct onto westerly heading. Left turn would conflict with London City arrival procedures and right turn would position traffic head on to the London departures flow.
 - Option to extend further east before turning onto a north/north-easterly heading and climbing to height – difficult to join westbound flow from this position.
 - Option to extend further east before turning south/south-easterly to gain height before routing westbound at DVR.

1.5 Departures Routing East or South East

- Runway 28:
 - Left-hand turn onto southerly heading towards DVR. Possible to join eastbound flow from the London TMA but height gain not achievable in distance available to avoid arrivals procedures in same location.
 - Initial right-hand turn onto south/south-easterly heading and gain height to join eastbound flow either east of DVR or direct to FIR boundary.
- Runway 10:
 - Straight ahead on runway heading direct to the FIR boundary.
 - Right-hand turn onto southerly heading towards DVR to join eastbound flow from the TMA. Conflict with inbound arrivals traffic descending on opposite heading.

- Right-hand turn onto south/south-easterly heading, over lower Thames Estuary, and gain height to join eastbound flow either east of DVR or direct to FIR boundary.

1.6 Departures Routing South

Routes to the south will likely to have to route west initially in order to join the network flows south to the near continent via XIDIL (Paris arrivals), XAMAB, SITET, or NEVIL.

- Runway 28:
 - Left-hand turn onto southerly heading will conflict with eastbound flow from the London TMA with height gain not achievable in distance available.
 - Initial right-hand turn onto south/south-easterly heading, over lower Thames Estuary, and gain height to route west at DVR before picking up southbound routes.
- Runway 10:
 - Extend further east before turning south/south-easterly to gain height before routing west at DVR before picking up southbound routes..

1.7 Arrivals to Runway 28

- Option to descend direct from the FIR boundary via KONAN:
 - Subject to route acceptance by Belgian ATC and rates of descent demanded although route connectivity for westbound traffic through KONAN is currently available for low level traffic..
 - Need to deconflict with Manston departure routes crossing FIR boundary.
- Option to descend direct from the FIR boundary via SOVAT:
 - Subject to route acceptance by French ATC and rates of descent demanded.
- Integrate with London City/Southend arrivals via GODLU:
 - Descent north-east bound from DVR.
 - May cause delays to London City/Southend arrivals.
- Arrivals from the north likely to conflict with Southend departures and arrivals from the south, but could route via JACKO integrated with London City arrivals..

1.8 Arrivals to Runway 10

- Option to descend direct from the FIR boundary @ KONAN:
 - Subject to route acceptance by Belgian ATC as per runway 28.
 - Need to deconflict with Manston departure routes crossing FIR boundary.
 - Can route north (with London City Point Merge flow, or south of Manston to intercept approach procedure but need to be aware of Southend arrivals descending towards ATSAP.
- Integrate with London City/Southend arrivals via GODLU:
 - Descent north-west bound from GODLU below London City/Southend traffic.
 - May cause delays to London City/Southend arrivals.

- Descent heading north-east from GODLU to route north of Manston less likely to impact.
- Integrate with London City arrivals routing DET – DVR but descend off track before DVR.
- Arrivals from the north likely to conflict with Southend departures and arrivals from the south. Could route via JACKO integrated with London City arrivals.

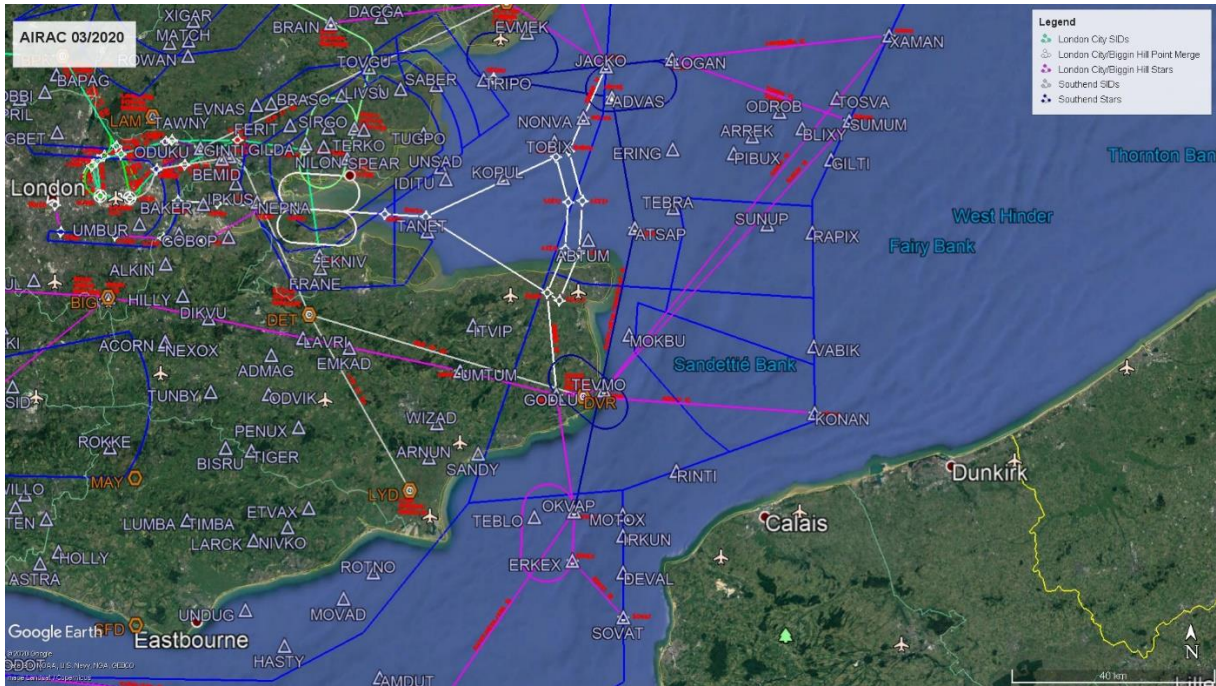


Figure 1 – Airspace Representation