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**From:** manstonairspace  
**Sent:** 14 August 2020 14:27  
**To:**  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

Please be assured that we will take any feedback into account whether it be positive or negative and by no means will we misconstrue this as an acceptance of the proposals.

Indeed, we will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://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](http://www.rsp.co.uk/privacy-policy) for details.'

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**From**  
**Sent:** 13 August 2020 22:57  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear Sirs

As I am against the development of Manston as an airport – and a member of Woodnesborough Parish Council who voted against the project - I feel that any comments I make could be construed as an acceptance of your proposals.

However if it is to go ahead – against the recommendations – then I feel that preference should be that all Southern departures take the Northern flight paths allowing them to spend as little time over land as possible. They should use the least amount of thrust/fuel to allow them to reach required altitudes over the sea before continuing on a southern trajectory as per figure 9 and 10 on page 23.

Kind regards

Sent from [Mail](#) for Windows 10

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**From:** [manstonairspace](mailto:manstonairspace)  
**Sent:** 05 August 2020 13:23  
**To:** [manstonairspace](mailto:manstonairspace)  
**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

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](http://www.rsp.co.uk)

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**From:** manstonairspace  
**Sent:** 28 July 2020 09:48  
**To:**  
**Cc:**  
**Subject:** RE: Manston ACP Stage 2

Dea

Thank you for your email.

At this Stage 2 of the airspace change (CAP1616) process we are seeking feedback for our Design Options, from air navigation service providers at neighbouring airports, the wider aviation community and selected representatives of local communities to ensure any critical technical and operational interdependencies have been considered.

When the Design Options are produced based upon the Airspace Design Principles, a comprehensive public consultation will take place during Stage 3 (planned to take place in next year) as a key part of the airspace change process where we will take into account the views of residents, businesses, communities, the public and other stakeholders. Therefore, at this stage there is no need for residents to individually comment on this document.

We will continue to engage with you as our proposals develop.

Yours sincerely,

Manston Airport Team  
RiverOak Strategic Partners  
Tel: 0800 030 4137  
Email: [manston@communityrelations.co.uk](mailto:manston@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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-----Original Message-----

**From:**  
**Sent:** 28 July 2020 08:40  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Cc:**

**Subject:** Manston ACP Stage 2

Dear Sir,

Re: Manston Airport Airspace Options Development Plan

Wickhambreaux Parish Council will be responding to this document.

Please could you clarify whether our residents individually will also be able to comment upon the document?

Thank you.

Kind regards

Councillor with responsibility for planning.

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**From:** manstonairspace  
**Sent:** 17 August 2020 11:15  
**To:** manstonairspace  
**Subject:** FW: Manston Airport Design Option Review Stage 2

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**From:** manstonairspace  
**Sent:** 14 August 2020 14:47  
**To:**  
**Cc:**  
**Subject:** RE: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:**  
**Sent:** 13 August 2020 15:20  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Cc:**  
**Subject:** Manston Airport Design Option Review Stage 2

Dear Sir/Madam,

Please find attached Wickhambreaux Parish Council's response to the Stage 2 consultation on flight paths for your consideration.

I would be grateful if you could please confirm safe receipt of our comments by return.

Kind regards

Clerk to the Council

# Wickhambreaux Parish Council

Parish Clerk:

Telephone:

Email: [wickhambreauxpc@gmail.com](mailto:wickhambreauxpc@gmail.com)

Manston Airport Team  
RiverOak Strategic Partners

**By Email:** [manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)

13 August 2020

Dear Sir/Madam,

## **Re: Response to Consultation on Appendix A - Manston Airport Airspace Design and Procedures Options Development Part 3**

### **Introduction**

Thank you for consulting us in relation to the above document. We are pleased to be part of this process as the village of Wickhambreaux (OS: TR 222 588) lies approximately 12 miles south west of Manston. The parish runs from Wickhambreaux in a north easterly direction towards the northern coast, embracing Stodmarsh and Grove, ending near Upstreet at Grove Ferry on the Great Stour river which is approximately 9 miles from Manston.



*Map to show location of Wickhambreaux Parish*

Wickhambreaux Parish Council (WPC) welcomes the facts that the airport will create much needed jobs in Thanet and offers an improved infrastructure which will bring prosperity to the local economy.

We are not in a position to comment from a technical point of view about the proposed flight path options and will leave that to those qualified to do so. However, we have considered the routes and offer our comments below.

### **1. Preferred Options**

#### **Northerly departure flight paths over the sea departing runway 28 (Figures 9 and 10).**

We would emphatically stress that these flight paths are the preferred options.

The routes would minimise the negative impacts of flights upon buildings and the environment as the land section is very short and the routes fly over an area which has very few buildings or activities. Of these three routes, our favoured is the most easterly which flies over the agricultural greenhouses of Thanet Earth towards the sparsely populated marshes and then over the railway line, crossing the undeveloped coast between Minnis Bay and Reculver.

## Easterly departure flight paths over the sea departing runway 10 (Figures 13, 14 and 15).

These flight paths passing over Ramsgate have an extremely short land area between the end of the runway and the coast which is a huge advantage. However, given the planes are less than 500 feet and climbing, the detrimental impact upon Ramsgate would be great and this may need to be avoided or alternated with the northerly routes to offer some relief.

We would request that the natural advantage of Manston's unique location in close proximity to two coastlines should be utilised to the maximum in order to keep flights over land to a minimum. The northerly and easterly marine routes would also help to ensure the achievement of design principles 3, 4, 5 and 6 (Table 1).

## 2. Discounted Options

### Southerly departure flight paths departing runway 28 (Figure 8).



Consultation document Figure 8 – Runway 28 Departures to the South (1:50,000 Ordnance Survey Mapping) with representative minimum along track altitudes  
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0100031673

WPC would request that all these routes should be discounted for the following stated reasons.

### 1. Stodmarsh National Nature Reserve (Stodmarsh NNR)

Location: OS: TR2260

We are very concerned that the two most westerly routes departing to the south are immediately adjacent to the Stodmarsh NNR at Grove and for a distance are within half a mile/two miles of it thereafter. This is clearly seen from the above map. Aircraft at these points will be climbing between 1500-2000 feet. This extremely close proximity raises concerns about the effects upon the wildlife at Stodmarsh which has national and international significance.

The Stodmarsh NNR lies within Wickhambreaux Parish being owned and managed by Natural England. It has been managed, protected and conserved as a nature reserve for over 40 years. Stodmarsh NNR is ranked among the most important wildlife sites in the United Kingdom, Europe and internationally. In 1951, in recognition of its wildlife value the site was declared a Site of Special Scientific Interest (SSSI) and in 1968 it was designated as a National Nature Reserve. The European significance of the reserve is demonstrated by its Natura 2000 inclusion which is the world's largest network of protected areas. It covers Europe's most valuable and threatened species and habitats and it designated Stodmarsh NNR as a Special Protection Area and a Special Area of Conservation. Stodmarsh NNR is also an international wetland RAMSAR site (no. 646) designated on 16th December 1993.

**Table to Show the Environmental Designations of Stodmarsh NNR**

<b>National Designation</b>
Site of Special Scientific Interest (SSSI)
National Nature Reserve
<b>European Designation</b>
Natura 2000
Special Area of Conservation (SAC)
Special Protection Area (SPA)
<b>International Designation</b>
RAMSAR

The site covers 249 hectares and it is immediately bordered by the Great Stour. It is important for reed beds, fens, ditches, wet grasslands, open water and wet woodland. Reed beds are rare in England and Stodmarsh has the largest area in the south east. This wetland habitat supports a number of uncommon invertebrates, plants, mammals and birds including breeding and wintering for several wetland species particularly waterfowl including Anas Strepara. The site is important for rare birds including bitterns, marsh harriers and bearded reedlings.

In addition, it is important to recognise the position of Stodmarsh NNR in relation to its inter-connectivity with the web of other nearby wildlife areas. The Sandwich and Pegwell Bay NNR is close by which also has European and international designations.

Stodmarsh NNR has a large number of visitors per year and this economic contribution to local businesses and accommodation providers would be compromised if the wildlife was threatened or visiting was unenjoyable due to the presence of aircraft.

In view of the above, not only should the two most westerly southern routes be dismissed but we would request that Stodmarsh NNR is afforded protection from flights going over or near the site. We would welcome the opportunity to achieve this by working in conjunction with yourselves and Natural England.

## **2. Environmental and Ecological Impacts**

All the proposed southerly departure flight paths from runway 28 fly over land for longer and over more populated areas than the northerly departure routes. The aircrafts would be climbing more steeply than the northern ones in order to achieve 7000 feet over St. Margaret's at Cliffe. These considerations would impose greater negative environmental and ecological impacts so the routes should be rejected.

It is not possible to comment thoroughly when there is not any information concerning the types of aircraft/estimated number of flights/times of operation/noise/vibration/emission levels or the visual impact of the aircraft.



We understand that when a change of airspace is proposed, a noise contour map should be produced and we question why this has not been provided.

WPC has assumed that a four engine aircraft would be the norm. Aircraft will be flying over the parish at a height of between 1500-2500 feet. The National Air Traffic Service representative aircraft Lmax data for four engine aircraft suggests that noise levels would be in the region of 79-92 decibels. However, as aircraft will be climbing at a steeper gradient than the norm in order to reach 7000 feet, we would assume to experience decibels at higher levels.

These high noise levels with accompanying emissions and possible vibration are to be avoided over a longer flight path above the land. It will have a detrimental impact upon residents, businesses, leisure/tourism activities and wildlife. Our parish has four Conservation Areas, including the Grove Ferry leisure and recreational area at the Great Stour, all of which are enjoyed by many tourists and visitors. There are not any effective noise abatement measures so the use of the northerly and easterly less detrimental sea routes from the airport would be preferable.

### **3. Additional comments**

#### **Flight path costs**

WPC would ask that when assessing the flight path options, priority is given to routes that demonstrate the least disruption over land rather than consideration of the variation in aircrafts' running costs for each route, should the least expensive routes be the longest land routes.

#### **Compliance, monitoring and penalties**

When Manston was previously operating as an airport, we were aware that flights often did not comply with flight times and flight paths. Given that the vast majority of flights will be freight, we would suggest that this may happen again due to avoiding the practicalities, logistics and costs of flight rearrangement. If any targets need to be met for reaching destinations within a specified timescale, these too would encourage non-compliance. In particular, night flights may be the only viable option for some freight companies so this may result in deviation from agreed day time flying. Passenger flights would have customers to complain about the irregularities of flight times but this would not be so with cargo, apart from the suffering residents and businesses on the ground.

We wish to raise the vital question that if compliance is lacking, how will this be monitored and any necessary penalties imposed? What would these penalties be and would they still be enforceable given the common caveat that failure to comply was due to "operational reasons" beyond anyone's reasonable control?

#### **Training**

In the past the airport was used for the training of pilots from airline operators. It was noticeable that these aircraft often circulated many times around the villages between going backwards and forwards to the airport to land and take off. Please could you inform us if there are any plans for this function to be reinstated? If so, we would ask that when selecting flight path options consideration is given to flying training and we ask for some indication as to the location of the likely routes.

## **Conclusions**

### **1. Flight path options**

#### **Preferred options**

**Northerly flight paths departing from runway 28 over the sea. The best option being the most easterly of these routes.**

**Easterly departure flight paths from runway 10 over Ramsgate. Alternating with the northerly sea routes to offer some mitigation for the town.**

We would request that Manston's natural advantage as being in close proximity to two coastlines is maximised wherever possible for flight paths.

#### **Discounted options**

**Southerly departure routes from runway 28 should all be rejected for environmental and ecological reasons, especially in relation to Stodmarsh NNR.**

### **2. Protection for Stodmarsh NNR**

WPC asks for protection from flights over or near the Stodmarsh NNR.

### **3. Outstanding comments requiring a response**

We would be grateful to receive a noise contour map in relation to the proposed southerly flight paths.

We await answers to the questions raised above in Section 2 concerning compliance, monitoring and penalty enforcement plus whether or not it is known that the airport will be used for pilot training.

WPC thank you for your consideration of our points.

Yours sincerely

Clerk to the Council

# Wickhambreaux Parish Council

Parish Clerk:

Telephone:

Email: [wickhambreauxpc@gmail.com](mailto:wickhambreauxpc@gmail.com)

Manston Airport Team  
RiverOak Strategic Partners

**By Email:** [manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)

13 August 2020

Dear Sir/Madam,

## **Re: Response to Consultation on Appendix A - Manston Airport Airspace Design and Procedures Options Development Part 3**

### **Introduction**

Thank you for consulting us in relation to the above document. We are pleased to be part of this process as the village of Wickhambreaux (OS: TR 222 588) lies approximately 12 miles south west of Manston. The parish runs from Wickhambreaux in a north easterly direction towards the northern coast, embracing Stodmarsh and Grove, ending near Upstreet at Grove Ferry on the Great Stour river which is approximately 9 miles from Manston.



*Map to show location of Wickhambreaux Parish*

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We are not in a position to comment from a technical point of view about the proposed flight path options and will leave that to those qualified to do so. However, we have considered the routes and offer our comments below.

### **1. Preferred Options**

#### **Northerly departure flight paths over the sea departing runway 28 (Figures 9 and 10).**

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We wish to raise the vital question that if compliance is lacking, how will this be monitored and any necessary penalties imposed? What would these penalties be and would they still be enforceable given the common caveat that failure to comply was due to "operational reasons" beyond anyone's reasonable control?

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### **1. Flight path options**

#### **Preferred options**

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WPC asks for protection from flights over or near the Stodmarsh NNR.

### **3. Outstanding comments requiring a response**

We would be grateful to receive a noise contour map in relation to the proposed southerly flight paths.

We await answers to the questions raised above in Section 2 concerning compliance, monitoring and penalty enforcement plus whether or not it is known that the airport will be used for pilot training.

WPC thank you for your consideration of our points.

Yours sincerely

Clerk to the Council

---

**From:** manstonairspace  
**Sent:** 17 August 2020 10:44  
**To:**  
**Subject:**

Dea

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From**  
**Sent:** 17 August 2020 09:56  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Manston Airport

Hello

### **Response from Westbere Parish Council**

For the Manston Development consultation currently running on flight paths, Westbere Parish Council would like to wholly support the submission (attached) from Wickhambreaux Parish Council in light of the possible impact on the Stodmarsh SSI  
Many thanks

Clerk to Westbere Parish Council



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**From:** manstonairspace  
**Sent:** 07 August 2020 09:19  
**To:**  
**Cc:** (Chief Executive)  
**Subject:** RE: Manston Airport Option Development Stage 2B CAP1616

Dea

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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**From**  
**Sent:** 06 August 2020 17:23  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Cc:**  
**Subject:** Manston Airport Option Development Stage 2B CAP1616

Dear Sir/Madam,

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

Kind regards

--

Planning Applications Manager

Thanet District Council

[www.thanet.gov.uk](http://www.thanet.gov.uk)

@ThanetCouncil

## Thanet District Council Stage 2B Response Thursday 6th August 2020

Thanet District Council welcomes the opportunity to provide comments to inform the shortlist of route 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 2nd July 2020, specifically the figures in Annexes A1-A6.

In principle, the routes proposed have taken account of the Council's previous comments that routes should:

- 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.

### **A1 Runway 28 Standard Departure Routes**

#### *A1.1 Departures to the South*

The Council has no comment on this proposed route.

#### *A1.2 Departures to the North*

The Council submits that the route furthest from the village of St Nicholas-on-Wade is preferred of the three options submitted (the eastern most route shown) as this would affect the least number of residents.

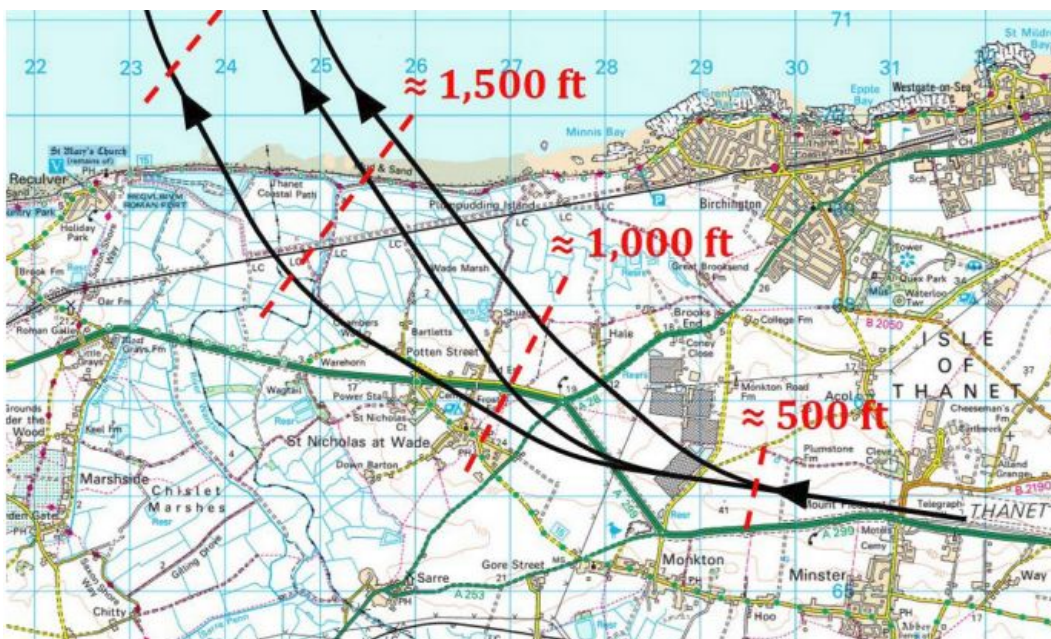


Figure 12 – Runway 28 Departures to the North (1:50,000 Ordnance Survey Mapping) with representative minimum along track altitudes

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Reception: 01843 577000

Web: [thanet.gov.uk/contact](http://thanet.gov.uk/contact)

Facebook: @ThanetDistrictCouncil

Twitter: @ThanetCouncil

Head office: Cecil St, Margate, CT9 1XZ

## A2 Runway 10 Standard Departure Routes

### A2.1 Runway 10 Departures

It is acknowledged that aircraft departure Runway 10 will result in overflying of Ramsgate. The climb height gradient has not been provided for the route shown, whether this is a consistent gradient as modelled across the full route or altering over the urban area/sea. The Council therefore submits the measures should be implemented to require a minimum climb gradient over Ramsgate for aircraft departing Runway 10, to achieve the required 550ft height as early as possible to minimise the impact on the town.

The Council has no comment on the preferred routes to the north or south as from the information provided both are expected to be utilised.

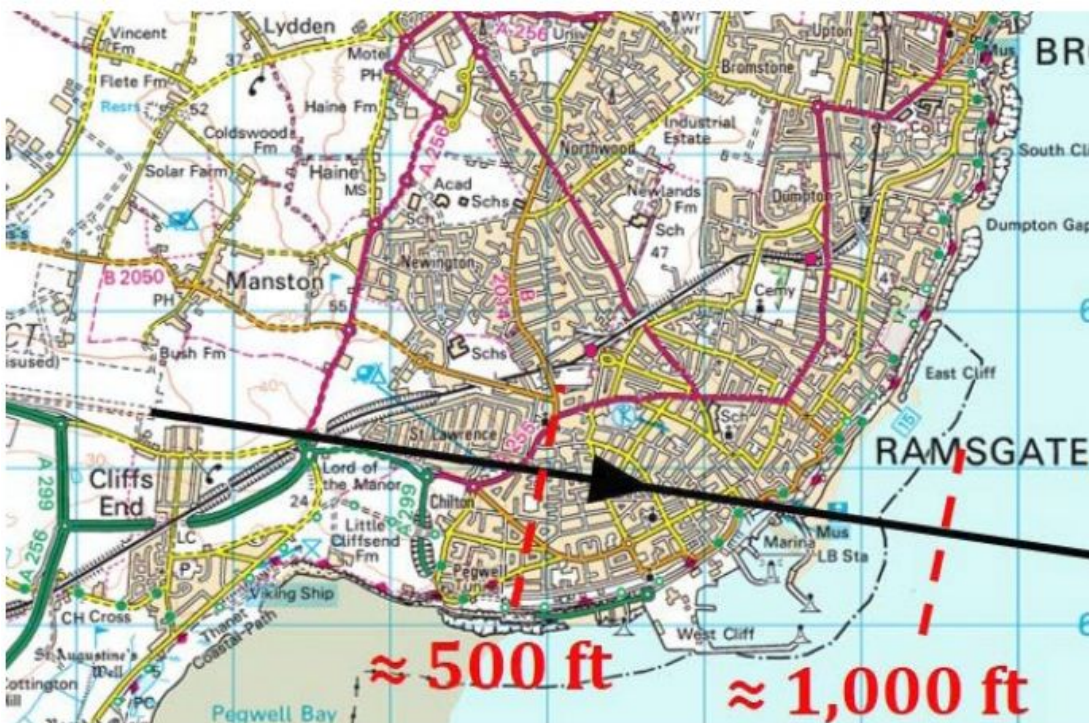


Figure 15 – Runway 10 Departures (1:50,000 Ordnance Survey Mapping)

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## A3 Runway 28 Approach Procedures

### A3.1 Runway 28 Area Navigation (RNAV) and Instrument Landing System (ILS) Approach (2,000 ft Final Approach)

The Council submits that, in the event of a missed approach, the route to the north furthest from the village of St Nicholas-on-Wade is preferred of the three options submitted, as this would affect the least number of residents whilst minimise the overflying of the built environment.

## A4 Runway 10 Approach Procedures

### A4.1 Runway 10 Instrument Landing System (ILS) Approach (2,500 ft Final Approach)

### A4.2 Runway 10 Instrument Landing System (ILS) Approach (3,000 ft Final Approach)

#### A4.3 Runway 10 Area Navigation (RNAV) Approach (2,500 ft Final Approach)

#### A4.4 Runway 10 Area Navigation (RNAV) Approach (3,000 ft Final Approach)

Given the fixed nature of the approach route, the information provided for these routes relates to neighbouring districts and therefore the Council submits no comment on these proposed routes.

### A5 Runway 28 Arrival Transitions

#### A5.1 Runway 28 Arrival Transitions to Approach Procedures

#### A6.1 Runway 10 Transitions to Approach Procedures with 2,500 ft Final Approach

#### A6.2 Runway 10 Transitions to Approach Procedures with 3,000 ft Final Approach

Given the fixed nature of the approach route, the information provided for these routes relates to neighbouring districts and therefore the Council submits no comment on these routes.

### 2.5.4 NDB Hold for General Aviation Aircraft

The Non-directional beacon hold location, to be used by Cat A or Cat B aircraft at a minimum height of 2,000ft, should be the south-west option (the blue route) to avoid overflying urban settlements of Birchington, Broadstairs and Ramsgate.

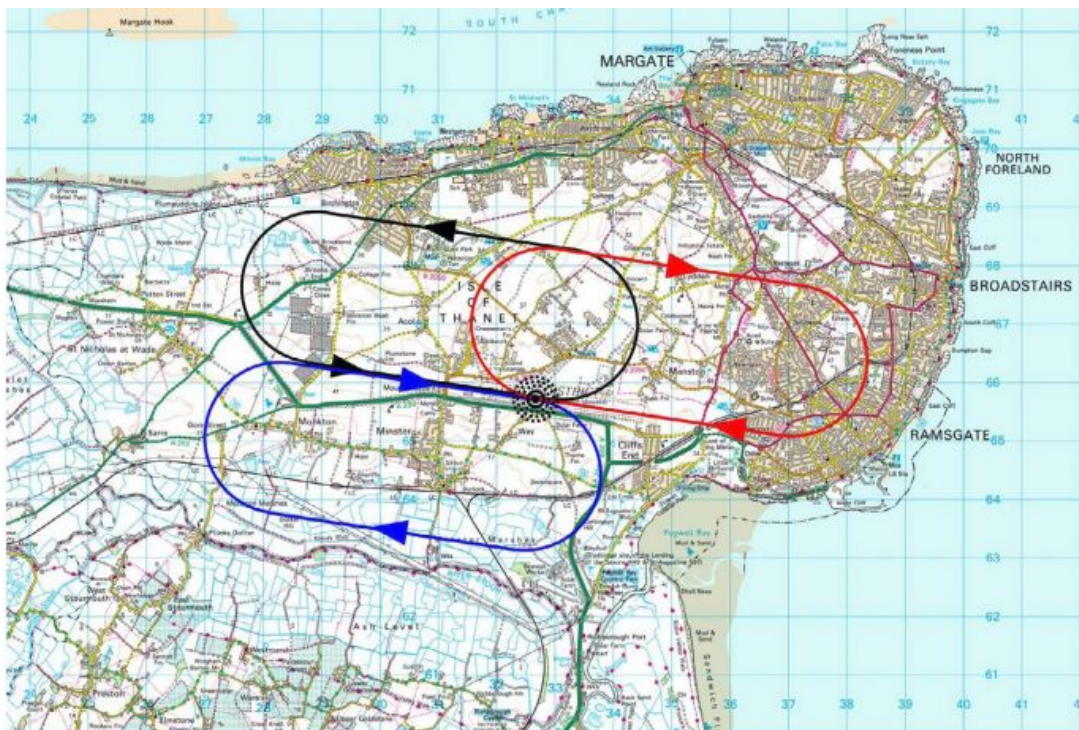


Figure 4 – NDB Hold for General Aviation Aircraft

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### Aerodrome Traffic Zone

The Council submits that additional information should be provided about the prohibiting of aircraft flying, taking off or landing within the proposed ATZ within Stage 3 (Consultation) of the ACP, including about the impact on the flying of drones within the area shown.

(Draft) Sutton Parish Council's response to the Manston ACP Stage 2 consultation

Sutton Parish Council (SPC) would offer the following comments on the Stage 2 ACP consultation.

RSP have provided a roadmap for the process described in CAP 1616. SPC would like to point out that we are currently in an unprecedented national emergency with public gatherings illegal and it would seem obvious that any public consultation would be meaningless and therefore the process should be suspended until we are able to meet and debate the situation. The offer of a Zoom meeting is no substitute not least because of poor broadband in some rural areas.

The letter sent to SPC on the 1st July states that "The design options must align with the Design Principles agreed the previous stage". Our memory of the meeting in November was that there was considerable opposition to the southerly departure route which would cause a substantial amount of noise pollution over the rural villages of south east Kent. If the design options suggested in this consultation do not align with the design principles you have decided (supposedly provided from the weight of public consultation) then what would be the point of challenging them? Design principle 3 (in order of priority) states that "Procedures should be designed to minimise the impact of noise below 7000ft". The proposed routes do not reflect the priority given to noise impact. There is a total disconnection between the priority given and the suggested routes. It would have made a considerable difference if there was a qualification added to the routes that the noise impact would always be considered along with operational and financial (i.e. track miles etc) requirements. Priority number 7 which allows for the noise burden to be spread around is last but one on the list. Surely after safety this should be the highest priority?

Step 2B involves an assessment of the options. It states that "Any options that are unviable or cannot be taken forward, or any restrictions on the design options developed, will be clearly explained to the stakeholders". The use of the word unviable suggests that financial implications would affect the decision. For instance excess noise would not normally be considered unviable but additional track miles or noise abatement procedures would add cost and could be considered unviable. The language used points to financial priorities over community preferences.

SPC would like to reinforce our previous comments on the use of the northern departure route. The amount of noise pollution would affect far fewer communities if the northern departure route was utilised as much as possible. Adding this to the air traffic plan would ease concerns over the airport development.

SPC object to the process of consultation under current conditions with the pandemic still active in our area. SPC object to the proposed southerly air traffic routes as they would blight our communities and create an increase in road traffic.

---

**From:** manstonairspace  
**Sent:** 13 August 2020 14:08  
**To:** Sutton Parish Council  
**Subject:** RE: Manston ACP stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://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](http://www.rsp.co.uk/privacy-policy) for details.'

---

**From:** Sutton Parish Council <[suttonbydoverpc@gmail.com](mailto:suttonbydoverpc@gmail.com)>  
**Sent:** 13 August 2020 12:34  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Manston ACP stage 2

Good Afternoon

Please find attached the response from Sutton by Dover Parish Council.

Please confirm receipt.

(Clerk)

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

---

**From:** LSA Enquiries <LSAEnquiries@southendairport.com>  
**Sent:** 21 July 2020 09:56  
**To:** manstonairspace  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Morning,

London Southend Airport is already engaged as a technical aviation stakeholder. Our SATCO, had a Bi-lateral meeting with the Manston design team yesterday.

Regards  
Enquires

---

**From:** manstonairspace <manstonairspace@communityrelations.co.uk>  
**Sent:** 21 July 2020 08:49  
**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good morning,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

Thank you once again for your continued engagement.

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](http://www.rsp.co.uk)

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## LSA Enquiries

p: +44 (0) 1702 538 500  
a: London Southend Airport, Southend-on-Sea, Essex. SS2 6YF  
e: [lsaenquiries@southendairport.com](mailto:lsaenquiries@southendairport.com) w: [southendairport.com](http://southendairport.com)



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

\*\*\*\*\*  
\*\*\*\*\*

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\*\*\*\*\*  
\*\*\*\*\*



Good afternoon

Thank you for your email and the notes from Monday's meeting.

I believe it is an accurate description of our discussion, and would be happy if you are able to accept this as our formal engagement response at this stage?

Thanks again for your time on Monday. It was pleasure speaking with you and

Kindest regards,



#### Head of Air Traffic Services

p:

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

w: [southendairport.com](http://southendairport.com)



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

**From:**

**Sent:** 21 July 2020 13:13

**To:**

**Cc:**

**Subject:** Manston Airport - Southend Airport Coordination Notes

Good afternoon

Thanks for your input to the Manston Airport Design Options.

Please find attached our notes from yesterday's meeting; if you have any comments, amendments or additions, please let us know.

Any questions, please don't hesitate to get in touch and we look forward to continuing to work with you in the near future.

Keep well and stay safe,

Senior Consultant



If you have children at home, please visit [kids.ospreyco.uk](http://kids.ospreyco.uk) for fun aviation resources, challenges and competitions!

Web [www.ospreyco.uk](http://www.ospreyco.uk)

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\*\*\*\*\*

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take this feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)

Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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**From:**

**Sent:** 20 August 2020 09:36

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Fwd: The update

Dear Sir or Madam, please see below the views from another Parish Councillor. Best regards

Clerk and Responsible Financial Officer

**Harbledown and Rough Common Parish Council**

Email: [clerk@harbledown-pc.gov.uk](mailto:clerk@harbledown-pc.gov.uk)

Website: [www.harbledown-pc.gov.uk](http://www.harbledown-pc.gov.uk)

Begin forwarded message:

**From:**

**Subject: RE: The update**

**Date:** 20 August 2020 at 08:33:48 BST

**To:**

Re Manston , if one looks objectively at the development of Manston I can see a lot of benefits . Over the years they have tried so hard to make it work and hopefully now with a positive will from the authorities and a substantial investment Manston might just have a chance to provide a substantial gain not just to the people in Thanet but to the neighbouring communities. Christine H

Sent from [Mail](#) for Windows 10

**From:**

**Sent:** 18 August 2020 09:27

**To:**

**Cc**

**Subject:** Re: The update

And from me too a great job! Best regards

Clerk and Responsible Financial Officer  
**Harbledown and Rough Common Parish Council**  
Email: [clerk@harbledown-pc.gov.uk](mailto:clerk@harbledown-pc.gov.uk)

**Website:** [www.harbledown-pc.gov.uk](http://www.harbledown-pc.gov.uk)

On 17 Aug 2020, at 18:40,

wrote:

Thanks I managed Upper  
Harbledown with the assistance of my youngest son - no cricket to watch so peeled him away from the telly!

On 17 Aug 2020, at 18:15,

Just to say I think it is an excellent idea of sending an updating letter regarding the Parish Council I believe the idea which must make residents feel inclusive within the Parish Council area is excellent . A marathon job to deliver the update but a really good idea

Thank you for the invitation to respond to the ACP Stage 2, consultation.

Apologies for the delay in replying, but this has had a benefit that I can bring more recent information to your attention.

### 1 The Independent Commissioner on Civil Aviation Noise (ICCAN)

ICCAN has now published their review of Aviation Noise Measurement, and more recently, their guidance on Consultation, which I attach.

Both are very relevant to this consultation, the noise measurement document for providing clear understandable noise indicators in the next stages of this Airspace Change Process (ACP), and the consultation guidance for managing this consultation.

1 A For this consultation the Guidance is clear about involving 'hard to reach' people. I think the majority of respondents to the ACP consultation are those who were involved in the Examination (the Exam). However there will be many who found the Exam too complicated for them to be involved, and likewise the language of ACP is very specific and unknown to many people. The Covid-19 pandemic has also meant reduced communications, and people are more focussed on surviving, not worrying about something that will not happen for a few years.

I am sure that many people in Faversham had not realised they might have planes over them (Fig 18 etc.).

It is not at all clear to me who have or have not been consulted, so I hope you will be able to make this clear.

So I recognise the challenge for you, but the Guidance is very clear about the need for you to seek to involve everyone affected, and to tailor your consultation to the different groups.

1 B For most consultations, the responses, or a summary of them , are published by the consulter, For example Kent County Council, explains what responses they received and also why they are or are not going to change the proposals. I have not found anything from you that shows the responses that you have received, and how you have taken these into account.

For example, on Page 10, bottom paragraph you say: "We have taken feedback into account and developed a series of route options", but do not say how you prioritised the feedback to obtain these options, so this comment is meaningless.

Without that, it is impossible to see the value of responding, because you have clearly ignored, for example, my own response on Design Principles.

I suspect many of us did not appreciate that the Principles were originally listed in Priority order, and so may not have responded when you expected it earlier in the process.

I also know that some were only told of of the ACP after it had already started, so could not comment earlier.

## 2

### Stage 2 Consultation Response

2A I think you have emphasised previously that you started with a 'blank sheet' for this ACP, with runway being the prime 'known' feature.

However you now use expressions such as; 'joining a route to another airport' which was obviously a known feature, so should have been revealed from the beginning.

You also ask, Page20, 3.1: **"Stakeholders need not feel constrained by the options provided when considering their response. Views could include, but need not be limited to:**

- Preferences where there is more than one option given.
- Suggested amendments to the designs shown.
  
- Alternative ideas to those shown.”

However without knowing the constraints and also the detailed reasons for why you chose the provided routes, it is impossible to make helpful comments.

3

#### Conclusion

In view of all the above, you need to go back to the drawing board and ensure that the Consultation conforms to ICCAN’s Guidance, and also that you ensure that all ‘hard to reach’ people are contacted.

I hope that this helpful, and I look forward to hearing of your reactions to my own and everyone else’s comments.

On 1 Jul 2020, at 18:01, manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

<Appendix A\_Manston Airport\_Airspace Options Development.pdf>

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take this feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)

Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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**From:**

**Sent:** 22 August 2020 15:36

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Fwd: Consultation documents for Parish Councils

Dear Sir or Madam, please find below a comment from our Chairman in support of the airport. Best regards

Clerk and Responsible Financial Officer

**Harbledown and Rough Common Parish Council**

Email: [clerk@harbledown-pc.gov.uk](mailto:clerk@harbledown-pc.gov.uk)

Website: [www.harbledown-pc.gov.uk](http://www.harbledown-pc.gov.uk)

Begin forwarded message:

**From:**

**Subject: Re: Consultation documents for Parish Councils**

**Date:** 20 August 2020 at 15:52:23 BST

**To:**

Dear

Sorry I missed this but I too agree with the comments made & would like to see the airport re-open.

Kind regards

On 20 Aug 2020, at 09:39,

wrote:

Dear Councillors, I have forwarded the replies from \_\_\_\_\_ directly to [manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk). Any further comments please direct to [manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk) and copy everyone else in using your [.gov.uk](mailto:_____@gov.uk) email address. Thank you.

Best regards

On 19 Aug 2020, at 08:59,

wrote:

Sent from myMail for iOS

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

From:

To:

Date: Wednesday, 19 August 2020, 08:56 +0100

Subject: Re[2]: Fwd: Consultation documents for Parish Councils

Agree with \_\_\_\_\_ comments 100 per cent. All the infrastructure is already in place ( roads etc) Thanet is in desperate need of jobs not houses. In addition with the proximity of the run way to the open sea the noise etc should be minimal. Love to see it be a success. Regards

Sent from myMail for iOS

Wednesday, 19 August 2020, 08:22 +0100 from

Dea

Do you want anything from us?

In my view we should be supporting any action that provides jobs in the most deprived area of East Kent, possibly the South East. It is a vast site and can accommodate a myriad of projects but a massive housing project cannot be one of them because of the services infrastructure. Yes, there will be flight noise, but, by its very location, it can be managed. My in-laws lived directly under its then flight path when used regularly and had no complaints. Providing there are restricted hours it will be a major asset for Thanet.

Regards



On 2020-08-18 09:36

wrote:

Dear Councillors, we have been given a week's extension to provide feedback and comment on this matter. Best

Begin forwarded message:

**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject: RE: Consultation documents for Parish Councils**

**Date:** 17 August 2020 at 10:58:35 BST

**To:**

Dear

I hope you are well. Thank you for confirming this, I can confirm we have now updated our database to reflect the new email address for Harbledown and Rough Common Parish Council.

As discussed, we have previously been sending correspondence to the old email address. As such, we believe your parish council may have missed the opportunity to provide feedback and comments on Manston Airport's Design Principles in writing by Friday 14 August.

In light of this, we have therefore decided to provide Harbledown and Rough Common Parish Council a further week to provide feedback and comments on the Design Principles, which we have attached to this email. Please send any feedback or comments to us via email.

If you have any questions, please do let us know.

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](http://www.rsp.co.uk)

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**From:**

**Sent:** 13 August 2020 21:32

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Re: Consultation documents for Parish Councils

Dear Sir or Madam, the email that you were using is no longer in existence, please update to: [clerk@harbledown-pc.gov.uk](mailto:clerk@harbledown-pc.gov.uk)

Thank you for your assistance with this.

Kind regards

Clerk and Responsible Financial Officer  
**Harbledown and Rough Common Parish Council**  
Email: [clerk@harbledown-pc.gov.uk](mailto:clerk@harbledown-pc.gov.uk)

Website: [www.harbledown-pc.gov.uk](http://www.harbledown-pc.gov.uk)

On 13 Aug 2020, at 10:28, manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

Dear

Thank you for your email and for your interest in Manston Airport. I can confirm that we have added your details to our database.

We were originally sending correspondence to [clerk@harbledownnpc.co.uk](mailto:clerk@harbledownnpc.co.uk), would you please be able to confirm if this email address is still currently in use?

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](http://www.rsp.co.uk)

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**From:**  
**Sent:** 10 August 2020 18:23  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Consultation documents for Parish Councils

Dear Sir or Madam, can you please include me on the distribution list on anything to do with Manston Airport please so that I can share with the Harbledown and Rough Common Parish Council. Thank you in advance for your assistance with this request. Best regard

Clerk and Responsible Financial Officer  
Email: [clerk@harbledown-pc.gov.uk](mailto:clerk@harbledown-pc.gov.uk)

Website: [www.harbledown-pc.gov.uk](http://www.harbledown-pc.gov.uk)

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take this feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)

Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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**From:**

**Sent:** 20 August 2020 13:53

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Fwd: Consultation documents for Parish Councils

Dear Sir or Madam, please see comments from another of our Parish Councillors. Best regards

Begin forwarded message:

**From:**

**Subject: Re: Consultation documents for Parish Councils**

**Date:** 20 August 2020 at 13:36:34 BST

**To:**

Dear

I also agree with these views, be great to get the airport up running.

Kind regards

On 2020-08-19 09:05,

wrote:

Dear

I agree with these views. We need jobs and better transport links in E. Kent.

Sent from [Mail](#) for Windows 10

**From:**

**Sent:** 19 August 2020 08:56

**Subject:** Re: Consultation documents for Parish Councils

Dear

I agree 100% with view, I have maintained that the economic advantage to Thanet and the southeast far outweighs any 'nimby' flight path concerns,

Regards

On 19 Aug 2020, at 08:22,

wrote:

Dear

Do you want anything from us?

In my view we should be supporting any action that provides jobs in the most deprived area of East Kent, possibly the South East. It is a vast site and can accommodate a myriad of projects but a massive housing project cannot be one of them because of the services infrastructure. Yes, there will be flight noise, but, by its very location, it can be managed. My in-laws lived directly under its then flight path when used regularly and

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Regards

On 2020-08-18 09:36, wrote:

Dear Councillors, we have been given a week's extension to provide feedback and comment on this matter. Best regards

Begin forwarded message:

**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject: RE: Consultation documents for Parish Councils**

**Date:** 17 August 2020 at 10:58:35 BST

**To:**

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As discussed, we have previously been sending correspondence to the old email address. As such, we believe your parish council may have missed the opportunity to provide feedback and comments on Manston Airport's Design Principles in writing by Friday 14 August.

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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](http://www.rsp.co.uk)

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**From:**

**Sent:** 13 August 2020 21:32

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Re: Consultation documents for Parish Councils

Dear Sir or Madam, the email that you were using is no longer in existence, please update to: [clerk@harbledown-pc.gov.uk](mailto:clerk@harbledown-pc.gov.uk)

Thank you for your assistance with this.

Kind regards

Clerk and Responsible Financial Officer

**Harbledown and Rough Common Parish Council**

**Email:** [clerk@harbledown-pc.gov.uk](mailto:clerk@harbledown-pc.gov.uk)

**Website:** [www.harbledown-pc.gov.uk](http://www.harbledown-pc.gov.uk)

On 13 Aug 2020, at 10:28, manstonairspace  
<[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

Dear

Thank you for your email and for your interest in Manston Airport. I can confirm that we have added your details to our database.

We were originally sending correspondence to [clerk@harbledownpc.co.uk](mailto:clerk@harbledownpc.co.uk), would you please be able to confirm if this email address is still currently in use?

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](http://www.rsp.co.uk)

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**From:**

**Sent:** 10 August 2020 18:23

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Consultation documents for Parish Councils

Dear Sir or Madam, can you please include me on the distribution list on anything to do with Manston Airport please so that I can share with the Harbledown and Rough Common Parish Council. Thank you in advance for your assistance with this request. Best regards

Clerk and Responsible Financial Officer

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**Website:** [www.harbledown-pc.gov.uk](http://www.harbledown-pc.gov.uk)



Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

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

Yours sincerely,

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**From:**

**Sent:** 20 August 2020 09:35

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Fwd: Consultation documents for Parish Councils

Dear Sir or Madam, please see below the view from another Parish Councillor on this matter. Best regards

Clerk and Responsible Financial Officer

**Harbledown and Rough Common Parish Council**

Email: [clerk@harbledown-pc.gov.uk](mailto:clerk@harbledown-pc.gov.uk)

Website: [www.harbledown-pc.gov.uk](http://www.harbledown-pc.gov.uk)

Begin forwarded message:

**From**

**Subject: RE: Consultation documents for Parish Councils**

**Date:** 19 August 2020 at 09:05:22 BST

Dear

I agree with these views. We need jobs and better transport links in E. Kent.

Sent from [Mail](#) for Windows 10

**From:**

**Sent:** 19 August 2020 08:56

**Subject:** Re: Consultation documents for Parish Councils

Dear

I agree 100% with your view, I have maintained that the economic advantage to Thanet and the southeast far outweighs any 'nimby' flight path concerns,

Regards

On 19 Aug 2020, at 08:22

wrote:

Dear

Do you want anything from us?

In my view we should be supporting any action that provides jobs in the most deprived area of East Kent, possibly the South East. It is a vast site and can accommodate a myriad of projects but a massive housing project cannot be one of them because of the services infrastructure. Yes, there will be flight noise, but, by its very location, it can be managed. My in-laws lived directly under its then flight path when used regularly and had no complaints. Providing there are restricted hours it will be a major asset for Thanet.

Regards

On 2020-08-18 09:36

wrote:

Dear Councillors, we have been given a week's extension to provide feedback and comment on this matter. Best regard

[wendy.gregory@harbledown-pc.gov.uk](mailto:wendy.gregory@harbledown-pc.gov.uk)

Begin forwarded message:

**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject: RE: Consultation documents for Parish Councils**

**Date:** 17 August 2020 at 10:58:35 BST

**To:**

Dear

I hope you are well. Thank you for confirming this, I can confirm we have now updated our database to reflect the new email address for Harbledown and Rough Common Parish Council.

As discussed, we have previously been sending correspondence to the old email address. As such, we believe your parish council may have missed the opportunity to provide feedback and comments on Manston Airport's Design Principles in writing by Friday 14 August.

In light of this, we have therefore decided to provide Harbledown and Rough Common Parish Council a further week to provide feedback and comments on the Design Principles, which we have attached to this email. Please send any feedback or comments to us via email.

If you have any questions, please do let us know.

Yours sincerely,

Manston Airport Team

**RiverOak Strategic Partners**

Tel: 0800 030 4137

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**From:**

**Sent:** 13 August 2020 21:32

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Re: Consultation documents for Parish Councils

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Thank you for your assistance with this.

Kind regards

Clerk and Responsible Financial Officer

**Harbledown and Rough Common Parish Council**

**Email:** [clerk@harbledown-pc.gov.uk](mailto:clerk@harbledown-pc.gov.uk)

**Website:** [www.harbledown-pc.gov.uk](http://www.harbledown-pc.gov.uk)

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**From:**

**Sent:** 10 August 2020 18:23

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Consultation documents for Parish Councils

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Yours sincerely,

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**Sent:** 20 August 2020 09:32

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Fwd: Consultation documents for Parish Councils

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Website: [www.harbledown-pc.gov.uk](http://www.harbledown-pc.gov.uk)

Begin forwarded message:

**From:**

**Subject: Re: Consultation documents for Parish Councils**

**Date:** 19 August 2020 at 08:56:02 BST

**To:**

Dear

I agree 100% with your view, I have maintained that the economic advantage to Thanet and the southeast far outweighs any 'nimby' flight path concerns,

Regards

On 19 Aug 2020, at 08:22, [roger.perham@harbledown-pc.gov.uk](mailto:roger.perham@harbledown-pc.gov.uk) wrote:

Dear

Do you want anything from us?

In my view we should be supporting any action that provides jobs in the most deprived area of East Kent, possibly the South East. It is a vast site and can accommodate a myriad of projects but a massive housing project cannot be one of them because of the services infrastructure. Yes, there will be flight noise, but, by its very location, it can be managed. My in-laws lived directly under its then flight path when used regularly and had no complaints. Providing there are restricted hours it will be a major asset for Thanet.

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If you have any questions, please do let us know.

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Thank you for your assistance with this.

Kind regards

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**From:**

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**From:****Sent:** 10 August 2020 18:23**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>**Subject:** Consultation documents for Parish Councils

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Clerk and Responsible Financial Officer  
**Email:** [clerk@harbledown-pc.gov.uk](mailto:clerk@harbledown-pc.gov.uk)

**Website:** [www.harbledown-pc.gov.uk](http://www.harbledown-pc.gov.uk)

Dear Sir

Response to phase 2c Flight Design Consultation

Ramsgate Town Council notes that you have rejected its request as part of its response to the previous phase 2b consultation document. This was to avoid wherever possible landings and take-offs to the south of the airport and therefore avoid overflying the town of Ramsgate, its dwellings, schools, churches, recreational areas, historic buildings, beaches old people's homes and medical facilities.

We wish to restate this request in the knowledge that previous incarnations of the airport, even though very limitedly used, caused severe disruption of these facilities with planes passing directly overhead at between 400 and 800 ft with peak noise of more than 100 db. We believe your rejection of this evidenced request is against the spirit of the procedure laid out by the CAA, and that it should be carried forward to the remaining consultation stages.

We note your various statements, that at least initially, Manston will have extremely limited traffic, consisting entirely of freight and general aviation. We also note that modern aircraft, of the type you insist will be using Manston, are much more tolerant of atmospheric conditions such as wind direction than previously. We would also request an undertaking by you that you will not be authorising Pilot training flights, so called repeated "bumps" at Manston.

It should therefore be possible to separate landings and take-offs in time such that normally both can take place to and from the northerly direction but at different parts of the day or week. We know this is unusual, but then so is proposing a major airport so close to more than 20,000 homes.

Thank you for your consideration

On behalf of Ramsgate Town Council

---

**From:** manstonairspace  
**Sent:** 07 August 2020 09:21  
**To:**  
**Subject:** anston Airport Design Option Review Stage 2

Dea

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
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---

**From:**  
**Sent:** 06 August 2020 12:47  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Re: Reminder: Manston Airport Design Option Review Stage 2

Thank you for your reminder, attached is the response on behalf of Ramsgate Town Council.

On Wednesday, 5 August 2020, 13:28:53 BST, manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

Yours sincerely,

Manston Airport Team

**RiverOak Strategic Partners**

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**From:** manstonairspace  
**Sent:** 13 August 2020 10:22  
**To:**  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

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

Yours sincerely,  
Manston Airport Team  
**RiverOak Strategic Partners**  
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**From:**  
**Sent:** 12 August 2020 12:32  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

**Response/Feedback from Preston Parish Council**

It looks to as if Preston & Elmstone will fall close to, or under, some of the flight paths. For example, one of the proposed holding areas travels close to Plucks Gutter (Figure 4). It also looks as if Elmstone falls under one of the proposed flight departure paths, while Preston falls midway between two of the proposed flight paths (southbound departure - runway 28, Figures 7 and 8). Preston are less likely to be affected by the northbound departure and arrival flight paths.

Note that these plans have still to be finalised so these proposed approach, departure and holding routes could change.

Based upon past experience when Manston was previously operational It is felt there are still some issues to be resolved or clarified. For example, in the past there were many complaints about airline companies using old and noisy aircraft especially the cargo plans. This needs to be addressed up front. We still do not know the frequency and number of cargo planes that will fly to and from this airport - or if the owners will attempt to re-introduce passenger flights. Given the relatively low height of the planes over residential areas, we do have concerns about noisy night flights - especially if it is to be solely a cargo hub. This must be made clear and strict timelines must be enforced. There is no mention of the possibility of pilot training flights - usually taking place at a weekend as happened previously with Virgin Atlantic. These planes do not use the normal flight paths – previously these did pass (very frequently) above Preston and Elmstone.

The Parish Council appreciate and welcome the employment opportunities that will come with the reopening of the airport.

Clerk, Preston Parish Council



[clerk@preston-pc.gov.uk](mailto:clerk@preston-pc.gov.uk) PLEASE NOTE NEW E-MAIL

[kentparishes.gov.uk](http://kentparishes.gov.uk)

The information you provide (personal information such as name, address e-mail, telephone) will be processed and stored to enable us to contact you and respond to your correspondence, provide information and/ or access our facilities and services. Your personal information will not be shared to any other third party unless we have your permission to do so.

sent from [Mail](#) for Windows 10

---

**From:** [manstonairspace](#)

**Sent:** 05 August 2020 13:29

**To:** [manstonairspace](#)

**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

Yours sincerely,

Manston Airport Team

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**From:** manstonairspace  
**Sent:** 10 August 2020 18:32  
**To:** manstonairspace  
**Subject:** FW: Reminder: Manston Airport Design Option Review Stage 2 APC Stage 2

---

**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Sent:** 10 August 2020 18:32  
**To:**  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2 APC Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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D

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**From:**  
**Sent:** 05 August 2020 22:06  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Re: Reminder: Manston Airport Design Option Review Stage 2 APC Stage 2

Hello

Thank you for the briefing document you sent through. It appears to have been very thoroughly thought through.

Kind regards,

Chair  
Paddlesworth Parish Meeting

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**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Sent:** 05 August 2020 13:28

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

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](http://www.rsp.co.uk)

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**From:** manstonairspace  
**Sent:** 10 August 2020 18:09  
**To:**  
**Subject:** RE: RSP response to Ramsgate Town Councillors' letter and clarification on CAP1616 process

Dear

Thank you for confirming your feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
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**From**  
**Sent:** 10 August 2020 17:23  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Re: RSP response to Ramsgate Town Councillors' letter and clarification on CAP1616 process

Yes, it's the main concern for Nonington residents.

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**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Sent:** Monday, August 10, 2020 4:17:51 PM  
**To:**  
**Subject:** RE: RSP response to Ramsgate Town Councillors' letter and clarification on CAP1616 process

Dear

Thanks for your email. Please would you be able to confirm whether this is your feedback regarding the Airspace Design Options, as referenced in the attached email which we sent to you last Wednesday?

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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**From****Sent:** 05 August 2020 20:24**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>**Subject:** Re: RSP response to Ramsgate Town Councillors' letter and clarification on CAP1616 process

We have heard nothing from any Ramsgate councillors about Manston, though the Nonington Parish Council are concerned that the flight path south goes right over this village.

Parish Clerk

For Accessibility, Data Protection and Privacy Statement follow this link:

<http://www.noningtonpc.co.uk/community/nonington-parish-council-15998/home/>

---

**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>**Sent:** 05 August 2020 16:09**To:** [noningtonparishclerk@outlook.com](mailto:noningtonparishclerk@outlook.com) <[noningtonparishclerk@outlook.com](mailto:noningtonparishclerk@outlook.com)>**Subject:** RSP response to Ramsgate Town Councillors' letter and clarification on CAP1616 process

Dear

We are writing to you as we understand that two councillors from Ramsgate Town Council have contacted you to canvas your support in resisting the airspace elements of the Manston Airport project.

We would therefore like to take the opportunity to emphasise the robust process which the Civil Aviation Authority (CAA) apply to such proposals and where we are in that process.

Please find attached a letter from \_\_\_\_\_, Director of RiverOak Strategic Partners, clarifying our engagement activities and addressing the Councillors' concerns in regards to the Airspace Consultation Process (CAP1616).

Please let us know if you have any further questions.

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](http://www.rsp.co.uk)

---

**From:** manstonairspace  
**Sent:** 11 August 2020 09:21  
**To:**  
**Cc:**  
**Subject:** on Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From**  
**Sent:** 05 August 2020 14:47  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Cc:**  
**Subject:** FW: Reminder: Manston Airport Design Option Review Stage 2

Dear Sir or Madam (whomever you maybe ?)

As a previous operator and tenant at Manston Airport I have watched with interest the ongoing battle to save Manston's airport infrastructure since its closure. I find it extremely strange to receive such a request for feedback of design principals without any introduction from the company or its representatives. To receive an email from an anonymous source is quite odd.

We currently operate scheduled cargo flights into the UK using B747F aircraft , and currently use Doncaster airport. However, our operation is based at Liege Airport from where we operate the bulk of our scheduled operation.

Speaking frankly, you have a uphill battle to rebuild Manston Airport and get the business levels you require to make it a sustainable operation. Unlike continental Europe you will not benefit from any significant government support nor funding like your continental competitors. Belgium is a prime example, Ostend Airport should probably have closed years ago, however the Flemish government fund the infrastructure which allows the airport to remain operational but loss making.

The UK economy will not support a freighter centric airport, and with Brexit, European importers and exporters will want to use the numerous continental airports that are supportive to cargo operators, they certainly will not use a UK airport outside the EU. The UK, in general terms is not a good location for a cargo operator, compared with other EU locations the price to secure cargo in the UK is extremely high and makes charters far more expensive if shipments have to be screened at the airport. The UK in general is no longer supportive of commercial aviation and the green lobby continues to further support against it.

I am an advocate of aviation and have been involved in the industry for more than 30 years. I love the idea of a freighter friendly and competitive airport at Manston. However, the stark reality is that there is not the traffic to support it, there wasn't when it operated hand to mouth in the years before it closed and regrettably I cannot see that there will be in the future.

Good luck in your future endeavours.

Kind regards

W: [www.network-airline.com](http://www.network-airline.com)



---

**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Sent:** 05 August 2020 13:23  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

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](http://www.rsp.co.uk)

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**From:**  
**Sent:** 24 Julv 2020 11:59  
**To:**  
**Cc:**  
**Subject:** RE: Notes from yesterday's meeting  
**Importance:** High

- thanks for the meeting this week and for putting together the minutes. We are happy with the general content and believe that it captures the overall discussions and the feeling of the meeting.

We would ask that you slightly modify the final paragraph in Section 1.1, to the following, in order to better capture the background that we believe is key to this ACP and how it fits with other planned changes:

*The aim of the meeting was the continued discussion on the effects of Manston Airport's design options on the air traffic network in the south east of England, based on **an anticipated opening date c2023**. As this puts the opening ahead of other planned, but as yet undefined, FASI (S) changes in RP3/4 the feedback was based predominantly on the current network design ~~both the current network design and the anticipated network design as a result of the NATSLAMP ACP~~. The first discussion took place on 19th May 2020.*

With that change in the document I will be happy to sign it off as our formal response to this stage of the ACP.

Regards

**NATS**

Manager, Operational Concepts  
ATM Strategy & Service Design

4000 Parkway, Whiteley,  
Fareham, Hants PO15 7FL  
[www.nats.co.uk](http://www.nats.co.uk)



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**From**  
**Sent:** 21 July 2020 11:49

**Subject:** Notes from yesterday's meeting

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Good morning all,

Thanks all for your input to the Manston Airport Design Options.

Please find attached our notes from yesterday's meeting; if you have any comments, amendments or additions, please let us know. I have also attached for reference, the notes from the previous meeting, which was held in May.

Any questions, please don't hesitate to get in touch and we look forward to continuing to work with you in the near future.

Regards,

**Senior Consultant**

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**From:**  
**Sent:** 11 September 2020 11:20  
**To:**  
**Subject:** RE: Manston ACP Stage 2 - Departure Routes  
**Attachments:** Manston Consolidated SIDs - response.docx  
**Importance:** High

Morning hope you're well?

Having considered the diagram and had a few discussions we have some comments to make which we hope you find useful. I've added a few lines to the map to demonstrate our suggestions.

- Right turn out off r/w 28 is vastly preferable for the operation both in terms of traffic deconfliction and network connectivity. This should help with your community consultation, and would allow ...
- Of the 2 options presented to the South we feel that the Red line is preferable to the black line as it avoids the GODLU hold. However:
  - From a network connectivity point of view we feel it would be better to route towards LYD, rather than SANDY. This would allow all traffic to route South, West or North.
  - It would be necessary to alter M91 LYD-EMKAD to become bi-directional, and this could be done as part of your ACP.
- For the traffic turning right and then North:
  - We would suggest traffic moves slightly further East, possibly to parallel with the FIR boundary, towards ODROB. This would provide much better network connectivity and move the traffic away from the JACKO/LOGAN area.
  - It would be necessary to alter Y4 ODROB-SODOG to become bi-directional, and this could be done as part of your ACP.
- With regards to the indicative levels we would highlight that the proposal would need to meet the NERL Safety Management System requirements, particularly where a change between altitude and flight level is concerned.
- Further route connectivity issues would be solved as we understand the traffic requirements, but we believe that the changes above would solve about 95% of the expected routings.

Hope all of this helps with your thoughts and appraisal process. Please let me know if you have any further questions or comments.

Regards

**NATS**

Manager, Operational Concepts  
ATM Strategy & Service Design

4000 Parkway, Whiteley,  
Fareham, Hants PO15 7FL  
[www.nats.co.uk](http://www.nats.co.uk)



**From:**  
**Sent:** 01 September 2020 13:35  
**To:**  
**Subject:** Manston ACP Stage 2 - Departure Routes

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Hi

Following on from the engagement we have undertaken during Stage 2 of the CAP 1616 process, and leading in to the Design Principles evaluation and Initial Options Appraisal, I have put the attached image together to get the thoughts and ideas from you and your team, in particular with respect to network integration following the discussions we had before the summer break. I have some thoughts about the options which I would like your comments on, just to make sure I fully understand which options will work from a network point of view. I haven't labelled any of the options on the diagram attached, but hopefully should be self-explanatory.

Runway 28 left-hand departures (towards DVR) – this option was obviously disliked by the majority of our non-aviation stakeholders due to the extended overland track. From our conversation in July, Binny seemed to think that this routing would be feasible for traffic wanting to depart to the west (or south via west initially), although there would be interactions with TMA outbound traffic in the vicinity of DVR, plus the interaction with the GODLU hold. Departing traffic would not have the track miles available to climb above the hold area so would therefore have to be held at 7,000 ft overland until west of the arrival routes (shown in blue), with clearance to climb in the vicinity of SANDY. Therefore, although this would be the shortest distance, the environmental impact due to being held lower would be greater, both in terms of noise and emissions. We would not anticipate using this left-hand overland departure route for traffic departing to the east/south east (KONAN) due to the obvious positive of turning right and getting over the sea as soon as possible.

Runway 28 right-hand departures – this was the preferred overland routing from all non-aviation stakeholders. Once over the sea, the specific routing can be amended to suit the network requirements, without any impact on the communities on the ground. The first issues to be overcome, as I understood it from our discussions, were the issue of the LTMA/CTA boundary and the interaction with the Point Merge and Southend arrival routes. To that end, I have added hard heights on the route that should negate any issues (although I am aware that there may be issues that need resolving around the 'FL60' point with regards to pressure setting/transition altitude etc). Once east of the Southend arrivals route, aircraft could route north, east or south as required, notwithstanding any issues there may be with my lines on the map and CTA sector boundaries. Aircraft wanting to head west could then track south initially before either routing through DVR (possibly same issues with height reached in the vicinity of the GODLU hold) or, as was suggested at the meeting, track further south to route around DVR, between the GODLU and OKVAP holds (shown in red), to join the network in the vicinity of SANDY. Although the track miles flown is much greater than the left-hand option, even at a conservative climb gradient of 6%, aircraft could be in the high-teens prior to interactions with the arrival routes and above 20,000 ft prior to SANDY, which should ease any interactions.

Runway 10 departures – some commonality between 28 and 10 routings was preferred by the NATS team at our meeting in July, which can easily be achieved. Even though the routing is much shorter from Runway 10, and aircraft may not be able to achieve a height that avoids both holds, routing between the holds should make it easier to integrate the traffic (at 6%, aircraft will be approximately 12,000 ft in this area).

I would appreciate any comments from yourself or the team regarding the above, and in particular the options for traffic departing to the west. As we begin the DP evaluation and Initial Options Appraisal, the right-hand turn is looking the better option but would like to know whether you feel that the left-hand option would be better for network integration.

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

Look forward to receiving your reply.

Regards,

Senior Consultant

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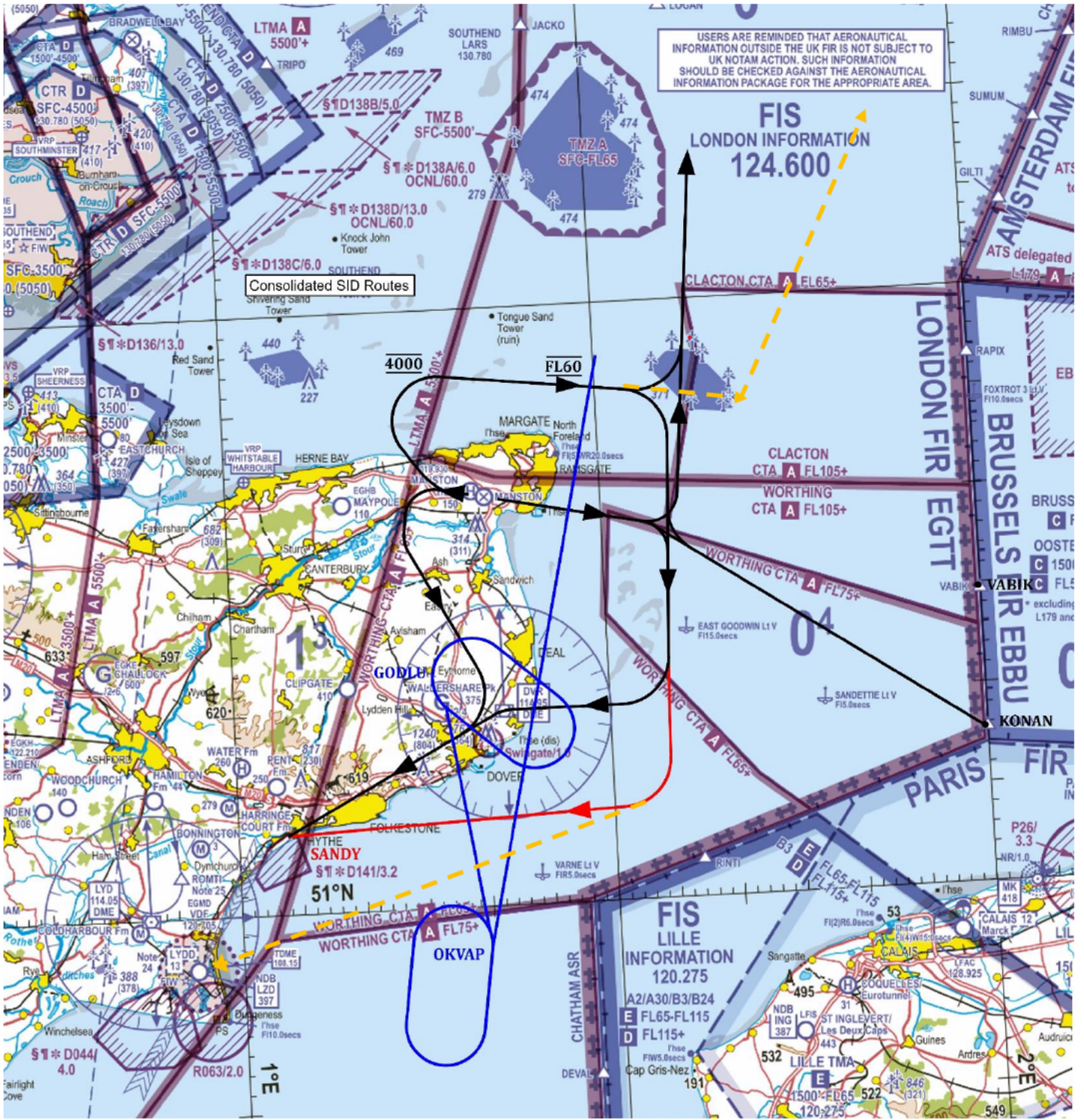
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---

**From:** manstonairspace  
**Sent:** 27 Julv 2020 16:55  
**To:**  
**Subject:** RE: Reminder: 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 your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)

Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:**  
**Sent:** 23 July 2020 11:04  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Re: Reminder: Manston Airport Design Option Review Stage 2

Dear Manston Airport Team,

Minster Parish Council has, since the closure of Manston Airport in 20014, been fully supportive of RSP's aspirations to re-open the site for aviation and are delighted that the Secretary of State has recently approved RSP'S Development Consent Order. Having attended last week's stakeholder meeting our comments are detailed below:

### **2.2.1 Runway 28 Departures**

*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 UK.*

*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 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*

*Kind regards,*

*Chairman  
Minster Parish Council*

On 21 July 2020 at 08:48 manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

Good morning,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

Thank you once again for your continued engagement.

Yours sincerely,

Manston Airport Team

**RiverOak Strategic Partners**

Tel: 0800 030 4137

Email: [manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)

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**From:** manstonairspace  
**Sent:** 06 August 2020 14:46  
**To:**  
**Subject:** on Airport Design Option Review Stage 2

Dea

Thank you for your email and feedback provided on the Design Principles for Manston Airport on behalf of Minster Parish Council.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From**  
**Sent:** 05 August 2020 22:37  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Re: Reminder: Manston Airport Design Option Review Stage 2

Minster Parish Council has, since the closure of Manston Airport in 20014, been fully supportive of RSP's aspirations to re-open the site for aviation and are delighted that the Secretary of State has recently approved RSP'S Development Consent Order. Having attended last week's stakeholder meeting our comments are detailed below:

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*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 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*

Councillor  
Minster Parish Council

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On 05 August 2020 at 13:28 manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

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](http://www.rsp.co.uk)

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# MANSTON AIRPORT AIRSPACE CHANGE PROPOSAL 2020

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AUGUST 13

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MAYPOLE AIRFIELD RESPONSE

Authored by: \_\_\_\_\_



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# Response from Maypole Airfield

## Summary

This document has been prepared in response to the document Appendix A – Manston Airport Airspace Design and Procedures (Options Development Part 3) and the information up to the date of this document at the [CAA public proposal Web site](#)<sup>1</sup>.

by the GA stakeholders at Maypole Airfield and approved by the owner/operator.

## Maypole Airfield

[Maypole Airfield](#)<sup>2</sup> (ICAO: EGHB) is an operational general aviation airfield located 2.5 miles (4.0 km) south of Herne Bay, Kent. It has an elevation of 110ft. Circuits are at 800ft AAL to the west. Flight in the local area is permitted up to the London TMA which starts at 5500ft and goes up to 6500ft in the Manston area.

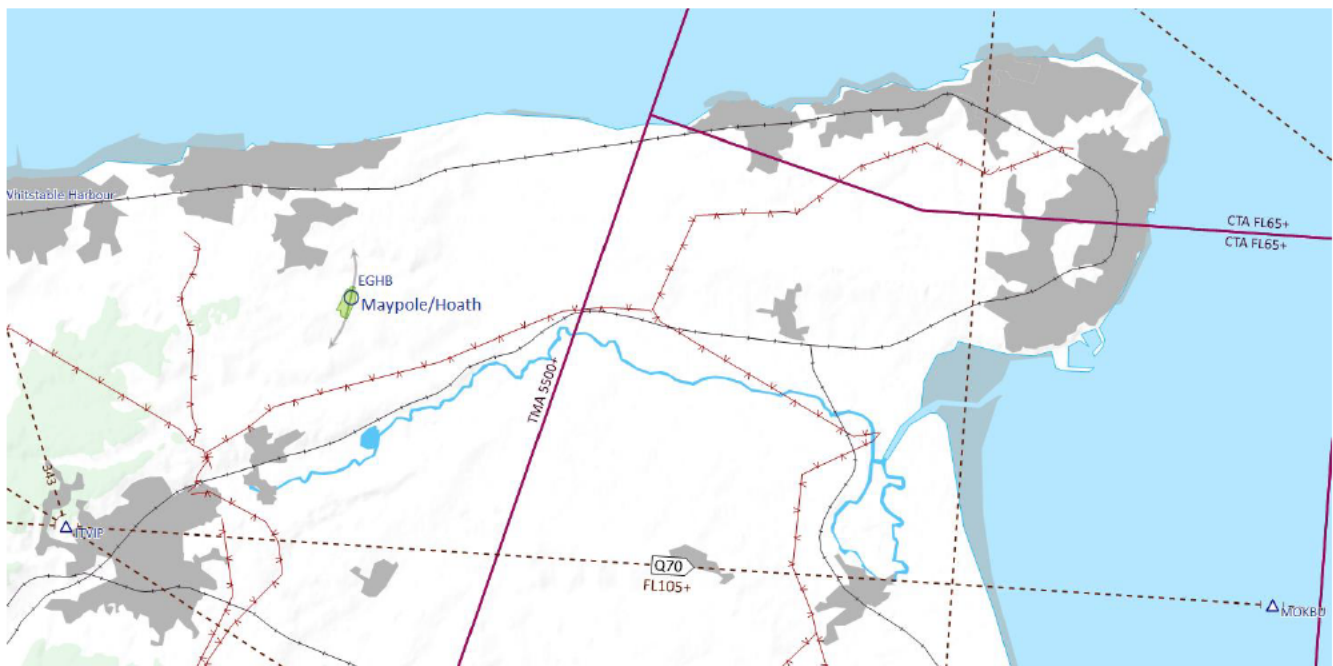


Figure 1 - Maypole/Hoath EGHB location

**In the Class G airspace both jets and GA aircraft will have responsibility to 'see and avoid'. A jet descending at 140 kt and a SEP cruising at 120 kt will have a converging speed of 300 mph. If they see each other at 1 mile away they will have 12 seconds to take evasive action.**

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## Airspace Changes

For all airspace changes, relevant stakeholders must be identified and consulted as set out in [CAP 1616](#)<sup>3</sup>. This includes identifying other airports and airspace change sponsors that are part of a programme of changes.

Maypole was not invited to participate in development of the Design Principles in Stage 1 of the CAA CAP 1616 process but was represented by invitation at Manston Airport's Airspace Change Process Stage 2A (Develop and Assess: Options Development) on-line workshop on 14 July 2020.

The CAA's Airspace Modernisation Strategy (AMS) fulfils the statutory duty placed upon the CAA by the Secretary of State to have a strategy and a plan for modernising airspace (as required by the Air Navigation Directions 2017). The AMS describes the objectives set in UK governmental and international policy for airspace to be modernised and sets out the work that industry and other entities are required to carry out to deliver that modernisation. There are currently 15 initiatives, one of which is FASI-S. FASI-S is a programme to redesign airspace in the south of the UK, including upper airspace structures<sup>4</sup>.

For FASI-S, a masterplan will add further scrutiny to that coordination. In advance of this plan being adopted, no FASI-S airspace change proposal will move through Gateway 2 of the CAP 1616 process until the CAA is satisfied that there is no conflict and there is appropriate coordination, between the changes. Once a masterplan for FASI-S has been prepared and accepted into the Airspace Modernisation Strategy, airspace change decisions will be made in accordance with it.

In a joint statement issued 17 July 2020<sup>5</sup>, the Government and CAA said

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<sup>1</sup> <https://airspacechange.caa.co.uk/PublicProposalArea?pID=112>

<sup>2</sup> [https://en.wikipedia.org/wiki/Maypole\\_Airfield](https://en.wikipedia.org/wiki/Maypole_Airfield)

<sup>3</sup> <https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=8127>

<sup>4</sup> <https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Airspace-change-proposals-in-the-FASI-S-and-FASI-N-programmes/>

<sup>5</sup> <https://www.gov.uk/government/publications/update-on-airspace-modernisation/update-on-airspace-modernisation>



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*“Upgrading airspace is essential to open up airspace for all users, including general aviation flyers and new types of aircraft such as drones, to provide the opportunity for reducing noise and to improve capacity for the aviation industry to reduce traffic delays when the demand returns.”*

*Grant Shapps MP, Secretary of State for Transport*

*Richard Moriarty, Chief Executive, Civil Aviation Authority*

This is an explicit statement that the purpose of upgrading airspace is to open it up rather than restrict it; and general aviation flyers are singled out for mention.

## General Aviation

General Aviation (GA) is a diverse sector, ranging from powered aircraft through gliders to balloonists. It represents 96% of UK civil aircraft, some 26,000 in total. It is assessed that the vast majority, but by no means all, of GA activity currently takes place in Class G airspace. GA activity is expected to continue to grow in the period to 2030 and with it the public demand for continued access to Class G airspace<sup>6</sup>. The number of light aircraft on the UK register continues to increase and the number in the “microlight” category has increased at a higher rate in recent times. The pattern of demand is likely to change, with potential for an increase in the use of Very Light Jets (VLJs) for the personal and air taxi market and the civil application of unmanned aerial systems (UAS). At the risk of over generalising, the core of the GA activity can be summarised as single pilot Visual Flight Rules (VFR) operations below FL 100 and mostly below FL 50. There is a mixture of point-to-point flights as well as manoeuvring flights including aerobatics, stalling and spinning. Although most of the activity is day VFR operations there are still some day Instrument Flight Rule (IFR) and night operations<sup>6</sup>.

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<sup>6</sup>[https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard\\_Content/Data\\_and\\_analysis/Analysis\\_reports/FAS/Class%20G%20airspace%20for%20the%2021st%20century.pdf](https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Analysis_reports/FAS/Class%20G%20airspace%20for%20the%2021st%20century.pdf)

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## Aircraft performance

ACP p.11 states:

*“the start of the SID assumes that aircraft reach a height of 16 ft at the Departure End of the Runway (DER). From this point, we have assumed a climb gradient of 6% (3.4°) and all heights referenced on the images relate to this, which is considered to be the worst-case scenario. In reality, the majority of aircraft will be higher than 16 ft by the end of the runway and, will be able to climb at a greater gradient than the procedure is designed at. This will mean that although the aircraft will follow the ground track of the procedure design, they should, in most cases, be higher than the shown altitudes (or reach 7,000 ft earlier than the shown track).”*

Normally, climb speed is set by the flight-management computer based on weight, temperature and cruise altitude. For example Boeing 737s climb at a lower speed, but faster rate than the Airbus A321.

To find the rate of climb, we take the velocity in knots (nautical miles per hour) convert to feet per minute and multiply by TAN (climb angle in radians).

$$\text{Rate of Climb} = V * \frac{60}{6080} * \tan(\text{angle})$$

At the quoted 3.4° and assuming the ground speed is the same as the airspeed (nil wind) this gives the following rates of climb.

V (kt)	Climb (fpm)
140	843
150	903
160	963
170	1023
180	1084
190	1144
200	1204
210	1264
220	1324

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230	1385
240	1445
250	1505

$V_x$  is the speed that allows a plane to climb as steeply as possible (to clear obstacles),  $V_y$  is a higher speed that allows for the best rate of climb possible irrespective of distance travelled.

An aircraft of a lower wake vortex category must not be allowed to take off less than two minutes behind an aircraft of a higher wake vortex category. If the following aircraft does not start its take off roll from the same point as the preceding aircraft, this is increased to three minutes.

**Comment:** In practice it is not so simple. When departing we anticipate that jet traffic will climb at  $V_x$  until they reach acceleration speed (after cleaning up, raising gear and flaps &c.) at which point their climb rate will decrease to possibly 500fpm and thereafter climb at 250kt (max speed below 10000 ft) or  $V_y$  (around 2000 fpm) whichever is less.

Wake vortex is caused by the high pressure differentials around a wing at a high angle of attack (rotating or climbing). Although unlikely it is possible that wake vortex incidents may occur.

## Airspace considerations

The airspace solution RSP is proposing is an Aerodrome Traffic Zone (ATZ). An ATZ is a fixed area of protected airspace extending around an aerodrome. The legal basis for ATZs as established in the UK is Article 258 of the Air Navigation Order.

It takes on the classification of the airspace within which it is established, which, in the case of Manston Airport, would be Class G uncontrolled airspace. The Manston ATZ would be a circle extending from the surface to 2,000 ft above ground level (agl) with a radius of 2.5 nm from the midpoint of the runway.

In class G airspace, aircraft may fly when and where they like, subject to a set of simple rules. Although there is no legal requirement to do so, many pilots notify Air Traffic Control

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of their presence and intentions and pilots take full responsibility for their own safety, although they can ask for help<sup>7</sup>.

At aerodromes with an ATC unit, all movements within the ATZ are subject to the permission of that unit. Aircraft must comply with instructions given by RTF and maintain a listening watch. These requirements are set out at Rule 45 of the Rules of the Air Regulations 2007.

Rule 12 requires that, unless otherwise authorised by an air traffic control unit at the aerodrome, the commander of a flying machine, glider or airship while flying in the vicinity of an aerodrome, or what he ought reasonably to know to be an aerodrome, shall conform to the traffic pattern formed by other aircraft intending to land at that aerodrome, or keep clear of the airspace in which the traffic pattern is formed

**Comment:** The ATZ extends to the coast both north and south. A common flight ‘around the Island (Isle of Thanet)’ would impinge on the ATZ. The traffic patterns formed by aircraft intending to land at Manston may extend out of the ATZ.

In the Class G airspace both jets and GA aircraft will have responsibility to ‘see and avoid’. A jet descending at 140 kt and a SEP cruising at 120 kt will have a converging speed of 300 mph. If they see each other at 1 mile away they will have 12 seconds to take evasive action. This comment applies to all procedures planned in Class G airspace.

We recommend that circuits are 28LH and 10RH to avoid built up areas to the North.

## Deconfliction

In Class G airspace, separation between aircraft is ultimately the responsibility of the pilots<sup>8</sup>. This includes between GA aircraft and jet traffic. Controllers must provide either a Deconfliction Service, or Procedural Service, depending on the availability of ATS surveillance, for any portion of IFR flight in Class G airspace. Controllers are only

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<sup>7</sup> <https://www.nats.aero/ae-home/introduction-to-airspace/>

<sup>8</sup> [https://publicapps.caa.co.uk/docs/33/CAP493%20Edition%206%20Amendment%201%20Corrigendum%20\(April%202015\).pdf](https://publicapps.caa.co.uk/docs/33/CAP493%20Edition%206%20Amendment%201%20Corrigendum%20(April%202015).pdf)

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required to advise pilots when a Procedural Service will be provided as pilots can assume, unless otherwise advised, that the type of UK FIS they will receive will be a Deconfliction Service.

Deconfliction Service is a surveillance-based type of UK FIS where, in addition to the provisions of Basic Service, the controller provides specific surveillance-derived traffic information and allocates headings and/or levels to fly aimed at achieving planned deconfliction minima, or for positioning and/or sequencing. Nevertheless, the avoidance of other traffic remains the pilot's responsibility.

The procedures regarding deconfliction advice to aircraft on initial departure and final approach are designed to cater for 'pop up' conflicts over which the controller has no advance warning due to the uncontrolled nature of Class G airspace. Controllers should attempt to co-ordinate and deconflict observed traffic prior to allowing either the departure of an aircraft that is expected to require Deconfliction Service, or the final approach of an aircraft that is already receiving Deconfliction Service.

Instructions issued by controllers to pilots operating outside controlled airspace are not mandatory; the services rely upon pilot compliance with the specified terms and conditions to promote a safer operating environment for all airspace users.

**Comment:** As Maypole lies under the RWY 28 approach and RWY 10 departure there is potential for 'pop up' conflicts as GA aircraft take off. GA flights in the area use the Safetycom frequency 135.480<sup>9</sup> It is not technically possible for a departing aircraft to contact Manston from the ground at Maypole due to transmission line of sight issues. All Maypole aircraft will need to monitor the Manston frequency in addition to Safetycom.

## Runway 28 Departures to the South

As the prevailing wind in this area is from the south-west, runway 28 is most likely to be in use.

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<sup>9</sup> UK AIP GEN 3.4, CAP 413 or AIC Yellow 099/2018

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By turning left on departure, aircraft will cause maximum noise nuisance to the local population. Instead, aircraft should turn right following the North departures route and cross the coast and then progress clockwise over the Thames Estuary and down the Channel to join at DVR. The delay due to the increased distance would be minimal. In response to criticisms regarding emissions, this routing is well within reasonable parameters for other SIDs.

## Conclusion

The presentation of the airspace proposals on an Ordnance Survey chart is not helpful. It should have been done on a CAA chart showing existing airspace and airfields. Charts showing the previous Manston airspace would have been a helpful starting point.

## Notes

All references to legislation are to the legislation as subsequently replaced and/or amended.

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**From:** manstonairspace  
**Sent:** 14 August 2020 14:31  
**To:**  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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**From**  
**Sent:** 13 August 2020 20:22  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Re: Reminder: Manston Airport Design Option Review Stage 2

On 05/08/2020 13:28, manstonairspace wrote:

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

Yours sincerely,  
Manston Airport Team  
**RiverOak Strategic Partners**  
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**From:** manstonairspace  
**Sent:** 17 August 2020 10:47  
**To:**  
**Subject:** anston Airport Design Option Review Stage 2

Dea

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
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---

**From:**  
**Sent:** 14 August 2020 17:01  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Re: Reminder: Manston Airport Design Option Review Stage 2

Further to my submission i have been asked to clarify that the GA pilots at Maypole cannot monitor a second frequency, therefore they will be on Safetycom in the vicinity of Maypole.

Regards,

On Wed, 5 Aug 2020, 13:28 manstonairspace, <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

Yours sincerely,

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Hi

We received feedback from (Maypole) – see email below. Please note this was sent before our meeting today.

I will be sending these feedback emails across to you when they arrive.

Thank you,

| Account Director, Major Projects

**From:**

**Sent:** 14 July 2020 12:58

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** RE: Manston ACP Stage 2 - Invitation to workshop on Manston Airportairspace change proposal

Dear Manston Airport Team,

The proposed departure routes from RW 28 mitigate my concerns re hazardous interaction with Maypole GA traffic.

However, the ILS arrivals to RW 10 still present a source of possible conflict over Herne Bay, and a possible noise nuisance.

This can be mitigated by a stipulation on the ILS / GPS / other instrument approach to RW 10 that the procedure shall be joined not below 2,500ft.

This will prevent early low descent leading to flight through Maypole's traffic pattern, and also prevent low passes over Herne Bay.

Yours Sincerely,

GA pilot  
Maypole Airfield

**From:** [manstonairspace](mailto:manstonairspace)

**Sent:** 01 July 2020 17:31

**To:**

**Subject:** Manston ACP Stage 2 - Invitation to workshop on Manston Airportairspace change proposal

Dear

Earlier this year we asked stakeholders for comments on a comprehensive set of 'design envelopes' as part of RSP's airspace change proposal for Manston Airport.

The 'design envelopes' we shared with you showed all possible options for arrivals and departures in both runway directions. The feedback we received has helped us to develop the specific route options which are set out in the attached document (Appendix A - Manston Airport Airspace Options Development)

Having refined our designs, and consistent with our commitment to engaging with stakeholders throughout the airspace change process, we are once again seeking stakeholder input. The design options must align with the Design Principles agreed at the previous stage and your feedback will help test whether they do so.

If you would like to find out more about the design options and discuss any queries you have before submitting feedback, we are holding a workshop for aviation and technical stakeholders at **2pm on 14 July**.

The workshop will last around two hours and will include a short presentation on the design options followed by an opportunity for questions and discussion. All comments made during the workshop will be recorded and collated for the purpose of drafting the Design Options document that will ultimately be submitted to the Civil Aviation Authority.

Due to the current constraints on face-face meetings we will be hosting the workshop on Zoom, the video conferencing platform. Zoom is easy to use and we will provide step-by-step joining instructions in advance to those attending nearer the time. In the meantime, **please confirm your interest in joining us by replying to this email by 10 July**.

Places are limited to one representative per organisation and any substitutes must be members of the same organisation as the invited stakeholder whose place they are taking. If you are proposing a substitute, please provide their name, position and email address.

We appreciate that you may not be able to attend or feel the attached document provides sufficient information to inform your response. In either case, please provide your comments by replying to this email by **Friday 14 August**.

If you have any queries, please contact our community relations team.

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](http://www.rsp.co.uk)

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There is also a very short feedback from Magma

Account Director, Major Projects

---

**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Sent:** 14 July 2020 16:12

**To:**

**Cc:**

**Subject:** RE: Manston ACP Stage 2 - Invitation to workshop on Manston Airport airspace change proposal

Good afternoon

Thank you for your feedback below. We're sorry to hear that you couldn't join today's workshop for aviation and technical stakeholders.

The design study group is not part of the ACP and our technical leads will not be attending this meeting. This is a branding meeting with our designers under the lead of (cc'd here).

However if you would like a call with our technical team to discuss your feedback on ACP please do get in touch and we will be happy to arrange this.

The deadline for feedback and comments on our Design Principles is Friday 14 August.

Once again thank you for your time and continued engagement in this airspace change process.

We hope you have a good evening.

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](http://www.rsp.co.uk)

**From:**

**Sent:** 14 July 2020 13:44

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** RE: Manston ACP Stage 2 - Invitation to workshop on Manston Airport airspace change proposal

Dear Manston Airport Team,

I have only just seen this, it was in my junk folder.

I would have liked to have joined but am now tied up for the rest of the afternoon.

I am part of your design study group tomorrow, so perhaps you can brief me then?

If not, no worries, please send me minutes as I am very keen to see the proposals.

My feedback is that we would always prefer:

1. "Direct approaches" to minimise fuel burn, noise and environmental impact.
2. "Continuous descent" over "stepped descent".

Thank you.

Best Regards,



Operations Manager

| w: <https://www.magma-aviation.com>

a: The Beehive, Beehive Ring Road, Gatwick, RH6 OPA

Office: +44 1342 830000 | Charter: +44 1342 830001

GSA: +44 1342 830002 | Operations: +44 1342 830007

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**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Sent:** 10 July 2020 14:47

**To:**

**Subject:** FW: Manston ACP Stage 2 - Invitation to workshop on Manston Airport airspace change proposal

Your attachments have been security checked by Mimecast Attachment Protection. Files where no threat or malware was detected are attached.

---

Dear

Thank you for your time on the phone. As discussed, please see the email we sent to you on 1st July below and the attached document.

Please could you confirm via email whether you would like to attend the workshop on Tuesday 14th July.

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](http://www.rsp.co.uk)

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**From:** manstonairspace

**Sent:** 01 July 2020 17:33

**To:**

**Subject:** Manston ACP Stage 2 - Invitation to workshop on Manston Airport airspace change proposal

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If you have any queries, please contact our community relations team.

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

Yours sincerely,

Manston Airport Team

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Email: [manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)

Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:**  
**Sent:** 25 August 2020 10:32  
**To:**  
**Cc:**  
**Subject:** RE: Manston - London City Bilateral Notes

Hi

Thanks for typing this up. I've not got any comments, I think it accurately captures what we discussed. I'm happy for this to be our input to your engagement too thanks.

Regards,



Head of Environment and Technical Operations



[www.londoncityairport.com](http://www.londoncityairport.com)



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---

**From:**  
**Sent:** 21 August 2020 10:18  
**To:**  
**Cc:**  
**Sub**

Good morning

Thank you both for your input yesterday to the Manston Airport Design Options.

Please find attached our notes from the meeting; if you have any comments, amendments or additions, please let us know. If you are happy with the notes, subject to any amendments/additions you wish to make, we would be happy to accept these as your input to Manston's Stage 2 design options engagement. However, if you wish to provide a separate input, that is absolutely fine too.

Any questions, please don't hesitate to get in touch and we look forward to continuing to work with you in the near future.

Regards,

**Senior Consultant**

Web [www.ospreyco.com](http://www.ospreyco.com)

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---

**From:**  
**Sent:** 25 August 2020 11:00  
**To:**  
**Subject:** FW: Manston - London City Bilateral Notes

FYI



Head of Environment and Technical Operations

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---

**From:**  
**Sent:** 25 August 2020 10:58  
**To:**  
**Subject:** RE: Manston - London City Bilateral Notes

Thanks      don't have anything to add.

Best regards

**NATS**

General Manager Air Traffic Services  
London City Airport

NATS Control Tower  
London City Airport  
Royal Docks  
London  
E16 2PX  
[www.nats.co.uk](http://www.nats.co.uk)



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**From:**  
**Sent:** 25 August 2020 10:39  
**To:**  
**Cc:**  
**Subject:** FW: Manston - London City Bilateral Notes

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- FYI below. Looks like it was sent to the wrong address.



Head of Environment and Technical Operations



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---

**From:**  
**Sent:** 21 August 2020 10:18  
**To:**  
**Cc:**  
**Sub**

Good morning

Thank you both for your input yesterday to the Manston Airport Design Options.

Please find attached our notes from the meeting; if you have any comments, amendments or additions, please let us know. If you are happy with the notes, subject to any amendments/additions you wish to make, we would be happy to accept these as your input to Manston's Stage 2 design options engagement. However, if you wish to provide a separate input, that is absolutely fine too.

Any questions, please don't hesitate to get in touch and we look forward to continuing to work with you in the near future.

Regards,

Senior Consultant

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## **Kent Gliding Club Response to Manston Airport Airspace Design Document**

**Dated 11 August 2020**

As you know from our previous input to your consultation process, Kent Gliding Club operates from Challock Airfield situated on the north downs 600ft AMSL 6 miles north west of Ashford.

We operate 7 days a week April to September and Saturday, Sunday and Wednesday, during the winter period.

We have in excess of 6000 movements a year, probably 2/3 of these are Glider winch launches to no more than 2,000ft QNH. The other 2000 flights are Gliders being towed behind a light aircraft most to between 2,600ft and 3600ft QNH but some higher. We also have 4 motorgliders operating from the airfield flying over 800 flights a year.

If the conditions are soarable the gliders will be soaring up to cloudbase or the LTMA 5500ft a good proportion will be within 5 mile radius of the airfield but some will be operating all over Kent, Sussex and Hampshire.

Our main concern with your latest design document is the fact that you have placed a southern Hold for Runway 10 within 1km of our airfield boundary going north to Faversham at 3000ft. This is exactly where in north and easterly wind conditions we launch Glider Tow plane combinations to between 2600ft to 3600ft and some higher. These gliders when off tow will on many occasions be climbing to cloud base, others will be doing spin and aerobatic training.

We can only assume your airspace planners were not in possession of our earlier input to your proposals with details of our operations. To propose a hold in such an area so close to our airfield would be completely unacceptable and create serious safety issue.

Also can you please plan for any traffic in the vicinity of our airfield operating below 5500ft to route further west, where the LTMA steps down to 3500ft therefor staying in the LTMA as long as possible.

On behalf of Kent Gliding Club

---

**From:** manstonairspace  
**Sent:** 13 August 2020 10:24  
**To:** KGC - Enquiries  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:** KGC - Enquiries <[enquiries@kentglidingclub.co.uk](mailto:enquiries@kentglidingclub.co.uk)>  
**Sent:** 12 August 2020 12:30  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Re: Reminder: Manston Airport Design Option Review Stage 2

Dear Sirs,

Please find attached the Kent Gliding Club response to your latest design document.

Could you please confirm that you have received this.

Regards

for Kent Gliding Club

On Wed, Aug 5, 2020 at 1:23 PM manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

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](http://www.rsp.co.uk)

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**MANSTON AIRPORT**  
**AIRSPACE DESIGN AND PROCEDURES**  
**OPTIONS DEVELOPMENT PART 3**  
**AUGUST 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 AONB Unit welcomes the positive continued engagement on the airspace design and procedures. It appears that there are two aspects of the current consultation that have potential implications for the AONB:

#### A4 Runway 10 Approach Procedures

The Runway 10 Approach Procedures include two hold areas, one over sea and one over land, with two slightly different routes overland, both of which over fly land in the AONB. As this would be at a height of just 3,000ft this has potential to impact on the tranquillity of the AONB, particularly as the routes are over some of the most rural and remote parts of this designated landscape where existing background noise is extremely low, resulting in the aircraft noise being much more apparent. We would therefore welcome consideration of an alternative holding area that avoids as far as possible overflying of the AONB.

#### **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.

A6.2 Runway 10 Transitions to Approach Procedures with 2,500 ft and 3,000ft Final Approach (Figs 27, 28, 29 & 30)

All options result in overflying of the actual escarpment of the Kent Downs and large swathes of the AONB and with the reducing height of the aircraft would impact on tranquillity. Of the two options presented, the AONB Unit's preference would be the more westward route as this would result in a shorter section of the AONB be impacted (the AONB northern boundary is the route of the M2). Similarly, in order to minimise the amount of low flying of the AONB, the Unit's preference would be for a 2,500ft approach rather than 3,000.

Planning Manager, Kent Downs AONB Unit

05/08/2020

Emailed to: [Manstonairspace@communityrelations.co.uk](mailto: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.

---

**From:** manstonairspace  
**Sent:** 05 August 2020 13:11  
**To:**  
**Subject:** RE: Manston ACP Stage 2 -

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)

Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From**  
**Sent:** 05 August 2020 11:38  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** RE: Manston ACP Stage 2 -

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

Kind regards

**Planning Manager**

**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*



Take part in the [public consultation](#) on our **Draft Management Plan 2020-2025!**

---

**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Sent:** 01 July 2020 18:00

**To:**

**Subject:** Manston ACP Stage 2 - Invitation to workshop on Manston Airport airspace change proposal

Dear

Earlier this year we asked stakeholders for comments on a comprehensive set of 'design envelopes' as part of RSP's airspace change proposal for Manston Airport.

The 'design envelopes' we shared with you showed all possible options for arrivals and departures in both runway directions. The feedback we received has helped us to develop the specific route options which are set out in the attached document (Appendix A - Manston Airport Airspace Options Development)

Having refined our designs, and consistent with our commitment to engaging with stakeholders throughout the airspace change process, we are once again seeking stakeholder input. The design options must align with the Design Principles agreed at the previous stage and your feedback will help test whether they do so.

If you would like to find out more about the design options and discuss any queries you have before submitting feedback, we are holding a workshop for aviation and technical stakeholders at **2pm on 14 July**.

The workshop will last around two hours and will include a short presentation on the design options followed by an opportunity for questions and discussion. All comments made during the workshop will be recorded and collated for the purpose of drafting the Design Options document that will ultimately be submitted to the Civil Aviation Authority.

Due to the current constraints on face-face meetings we will be hosting the workshop on Zoom, the video conferencing platform. Zoom is easy to use and we will provide step-by-step joining instructions in advance to those attending nearer the time. In the meantime, **please confirm your interest in joining us by replying to this email by 10 July**.

Places are limited to one representative per organisation and any substitutes must be members of the same organisation as the invited stakeholder whose place they are taking. If you are proposing a substitute, please provide their name, position and email address.

We appreciate that you may not be able to attend or feel the attached document provides sufficient information to inform your response. In either case, please provide your comments by replying to this email by **Friday 14 August**.

If you have any queries, please contact our community relations team.

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](http://www.rsp.co.uk)

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---

**From:** manstonairspace  
**Sent:** 17 August 2020 10:47  
**To:**  
**Cc:**  
**Subject:** on Airport airspace change proposal

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)

Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From**  
**Sent:** 14 August 2020 17:21  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Cc:**  
**Subject:** RE: Manston ACP Stage 2 - Invitation to workshop on Manston Airport airspace change proposal

Dear Sir/Madam,

Thank you for consulting Kent County Council (KCC) on the latest design options for Manston Airport's airspace design and procedures.

We have reviewed the revised route options included within Appendix A and at this stage we have no further comments. However, we would like to reiterate the comments made within our previous response, which gives general comments on aviation policy that should form the guiding principles for designing the envelopes. It is imperative these are considered throughout the development of the airspace design to ensure the overall impact of flights to and from the airport has minimal adverse impact on Kent's residents and the environment.

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

Kind regards,

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

---

**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Sent:** 01 July 2020 17:04

**To:**

**Subject:** Manston ACP Stage 2 - Invitation to workshop on Manston Airport airspace change proposal

Dear

Earlier this year we asked local stakeholders for comments on a comprehensive set of 'design envelopes' as part of RSP's airspace change proposal for Manston Airport. As we explained at the time, this is separate to our application to reopen the airport as a freight hub and is linked to a wider programme of airspace modernisation in the UK.

The 'design envelopes' we shared with you showed all possible options for arrivals and departures in both runway directions. The feedback we received has helped us to develop the specific route options which are set out in the attached document (Appendix A - Manston Airport Airspace Options Development).

Having refined our designs, and consistent with our commitment to engaging with stakeholders throughout the airspace change process, we are once again seeking stakeholder input. The design options must align with the Design Principles agreed at the previous stage and your feedback will help test whether they do so.

If you would like to find out more about the design options and discuss any queries you have before submitting feedback, we are holding two workshops for local stakeholders on **Wednesday 15 July, commencing at 2pm and 6.30pm respectively**.

The workshops will last around two hours and will include a short presentation on the design options followed by an opportunity to put questions to our airspace specialists. All comments made during the workshop will be recorded and collated for the purpose of drafting the Design Options document that will ultimately be submitted to the Civil Aviation Authority.

Due to the current constraints on face-face meetings we will be hosting the workshops on Zoom, the video conferencing platform. Zoom is easy to use and we will provide step-by-step joining instructions in advance to those attending nearer the time.

Attendance at the workshops is limited to officers and members of local authorities, parish councils and MPs representing constituencies in the surrounding area. Places are limited to one representative per organisation and any substitutes must be members of the same organisation as the invited stakeholder whose place they are taking.

**If you are interested in attending a workshop please reply to this email indicating your preferred time slot by 10 July.** If you are proposing a substitute, please provide their name, position and email address.

We appreciate that you may not be able to attend a workshop or feel the attached document provides sufficient information to inform your response. In either case, please provide your comments by replying to this email by **Friday 14 August**.

If you have any queries, please contact our community relations team.

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](http://www.rsp.co.uk)

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By email:  
[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)

Sessions House  
County Hall  
MAIDSTONE  
Kent ME14 1XX

Phone: 03000 414447  
Ask for:  
Email:

19<sup>th</sup> 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:** 13 August 2020 10:20  
**To:**  
**Cc:**  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:**  
**Sent:** 13 August 2020 10:08  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Cc:** [clerk@ickhamandwellpc.com](mailto:clerk@ickhamandwellpc.com)  
**Subject:** Re: Reminder: Manston Airport Design Option Review Stage 2

Good morning.

Ickham and Well Parish Council have considered "Appendix A – Manston Airport Airspace Design and Procedures Options Development Part 3" and would like to submit the following response.

The Parish Council would like to reiterate a key point from its previously submitted feedback, that being that there is broad support within the Parish for the core principle of bringing Manston Airport back into use as a commercial and passenger airport. For the obvious advantages of having a working airport locally, but mainly for the economic boost in new jobs that the proposal sets out for Thanet District. That said, there are a number of objections to the options put forward in this document.

1. The departures to the South proposes three options, the two most westerly routes will mean flying at a low level over, and along the edge of, Stodmarsh Nature Reserve. Which is a vital wildlife habitat with the same protection status as Pegwell Bay, both of which are managed by Natural England. The Parish Council understands that Pegwell Bay has already been ruled out as a potential flight path option, on the basis of its protected status, the Parish Council therefore objects to the two routes in question on the same basis for the potential damage, pollution and disruption to Stodmarsh Nature Reserve.

2. The western most option for departures to the South is also quite a bit further in distance than the other two options, with the eastern most option being the shortest, therefore the

eastern most option will result in the lowest exposure of residents and wildlife to noise and other environmental pollution. The Parish Council objects to the use of the western most option on the basis that it will result in the highest level of exposure to said pollution.

3. All three proposed options for departures to the South take a potentially large number of relatively low-level flights over a large number of residential areas, and a large number of Conservation Areas, including the one covering Ickham and Well Parish. Whilst the three northward departure options head out over the sea quite quickly and overfly comparatively few residential areas and Conservation Areas. There is therefore a strong preference from the Parish Council that flights leaving runway 28 should use the northward options, and the Parish Council also objects on the same basis to the use of any of the three southward options.

4. The Parish has the A257 running along a good portion of it's boundary, one of the main roads between Canterbury and the A256, and there is a concern of increased heavy goods vehicle traffic along this, already very busy, main road, and the associated pollution that will bring.

All the best.

Ickham and Well Parish Council

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On 5 Aug 2020 13:28, manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

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](http://www.rsp.co.uk)

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---

**From:** manstonairspace  
**Sent:** 13 August 2020 10:20  
**To:**  
**Cc:**  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:**  
**Sent:** 13 August 2020 10:09  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Cc:**  
**Subject:** Re: Reminder: Manston Airport Design Option Review Stage 2

Good morning.

Ickham and Well Parish Council have considered "Appendix A – Manston Airport Airspace Design and Procedures Options Development Part 3" and would like to submit the following response.

The Parish Council would like to reiterate a key point from its previously submitted feedback, that being that there is broad support within the Parish for the core principle of bringing Manston Airport back into use as a commercial and passenger airport. For the obvious advantages of having a working airport locally, but mainly for the economic boost in new jobs that the proposal sets out for Thanet District. That said, there are a number of objections to the options put forward in this document.

1. The departures to the South proposes three options, the two most westerly routes will mean flying at a low level over, and along the edge of, Stodmarsh Nature Reserve. Which is a vital wildlife habitat with the same protection status as Pegwell Bay, both of which are managed by Natural England. The Parish Council understands that Pegwell Bay has already been ruled out as a potential flight path option, on the basis of its protected status, the Parish Council therefore objects to the two routes in question on the same basis for the potential damage, pollution and disruption to Stodmarsh Nature Reserve.

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eastern most option will result in the lowest exposure of residents and wildlife to noise and other environmental pollution. The Parish Council objects to the use of the western most option on the basis that it will result in the highest level of exposure to said pollution.

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4. The Parish has the A257 running along a good portion of it's boundary, one of the main roads between Canterbury and the A256, and there is a concern of increased heavy goods vehicle traffic along this, already very busy, main road, and the associated pollution that will bring.

All the best.

Ickham and Well Parish Council

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On 5 Aug 2020 13:28, manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

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](http://www.rsp.co.uk)

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---

**From:** manstonairspace  
**Sent:** 14 July 2020 16:25  
**To:** daa  
**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](mailto:manstonairspace@communityrelations.co.uk)

Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:** daa <daa@airpilots.org>  
**Sent:** 14 July 2020 16:21  
**To:** manstonairspace <manstonairspace@communityrelations.co.uk>  
**Subject:** Manston ACP Stage 2

Good afternoon,

Many thanks for your workshop today. It was particularly useful to hear the issues raised by other attendees. On behalf of The Honourable Company of Air Pilots, our comments on Manston ACP Stage 2 are as follows:

- Manston's proximity to the London TMA and other airports e.g.( Biggin Hill, Gatwick, Southend) clearly impacts procedure design; all operators will want unimpeded continuous climb and descent options for their own runways that also respect local population interests.

- Whatever the final outcome, it will be important that that flight deck and air traffic control workload remains acceptable for all procedures during both normal and non-normal conditions.
- Clearly, there are several potential conflicts that need to be designed out at the earliest opportunity.
- Our principle concern is that while resolution through repeated local discussion and two-party agreements, respecting each ANSP's projected traffic densities, might eventually be achieved, it will not result in the optimum overall solution. This especially if the last to instigate change is afforded lowest precedence.
- Therefore, given the number of ANSPs and others with a stake in this ACR, an expert but disinterested organisation empowered to manage all UK airspace, e.g. the CAA, should lead the resolution process so the most efficient overall arrangement is achieved.
- This would ensure that flight deck and air traffic control workload remained acceptable throughout normal and non-normal conditions, as well as meeting operator needs and respecting government noise, emissions, trade and connectivity policies.

Kind regards,

Director of Aviation Affairs  
**The Honourable Company of Air Pilots**  
Air Pilots House  
52A Borough High Street,  
London, SE1 1XN  
www.airpilots.org +44(0) 2074 044 032

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**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Date:** Wednesday, 8 July 2020 at 17:00  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Manston ACP Stage 2 - Invitation to workshop reminder

Good afternoon,

On the 1<sup>st</sup> July we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport along with an invitation to our digital workshop on **Tuesday 14<sup>th</sup> July at 2pm**, which provides you with the opportunity to discuss any queries you have before submitting feedback on Design Options.

**This is a gentle reminder if you are interested in attending the workshop, please reply to this email indicating your attendance by 10<sup>th</sup> July.** If you are proposing a substitute, please provide their name, position and email address.

We appreciate that you may not be able to attend a workshop or feel the attached document provides sufficient information to inform your response. In either case, please provide your comments by replying to this email by **Friday 14<sup>th</sup> August**.

If you have already responded indicating your attendance, please be assured that you are on our list of attendees and we will be sending joining instructions early next week.

If you have any queries, please contact our community relations team.

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](http://www.rsp.co.uk)

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---

**From:** manstonairspace  
**Sent:** 13 August 2020 15:10  
**To:**  
**Subject:** RE: Notice of Stage One

Good afternoon

Thank you for your email.

Having checked our records we can confirm that emails were sent on 4<sup>th</sup>, 14<sup>th</sup> and 22<sup>nd</sup> October 2019 inviting you to take part in a focus group on Design Principles as part of step 1 of the airspace change process. We then sent a follow up email requesting feedback by questionnaire on 22<sup>nd</sup> November before circulating the shortlisted Design Principles for comment on 18<sup>th</sup> December, followed by a reminder on 13<sup>th</sup> January 2020. For all of this correspondence we used the email address [clerk.hackingtonpc@outlook.com](mailto:clerk.hackingtonpc@outlook.com). It may be worth checking your junk or spam folder to see if these emails were blocked for some reason.

We are pleased that Hackington Parish Council has been able to take part in our current engagement on Design Options (step 2a) and we look forward to continuing to work with you as we progress through the 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](http://www.rsp.co.uk)

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---

**From:**  
**Sent:** 13 August 2020 10:59  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Notice of Stage One

I have been asked to contact you on behalf of Hackington Parish Council Councillors to confirm the following :

*"As far as we aware, Hackington Parish Council did not receive prior notice or an invitation to participate in the Stage 1 phase of the Manston Airport scheme but acknowledge that we have been involved of the Stage 2 process".*

Could you please update your database for all future correspondence.

Regards,

Clerk – Hackington Parish Council

Sent from [Mail](#) for Windows 10

## HACKINGTON PARISH COUNCIL

This is a formal response to the Options Development Part 3 Consultation Process (Stage 2) set out in the document titled Appendix A – Manston Airport Airspace Design and Procedures developed by RSP.

-----  
Hackington Parish Council wishes to state that it has no record of any invitation of a request to participate at the Stage 1 Consultation phase of this development. The Council does accept that it was invited and has participated in the Stage 2 process.

The Council confirms its' support for the principle of development of Manston Airport with the direct aim of bringing much needed economic development - including employment and infrastructure improvements - to the region.

However, we reserve our continued support for the project unless qualified and competent technical assessments covering every aspect of the project are carried out in advance of any further development at the site and that any unacceptable impact generated by those assessments must be resolved by effective mitigation or re-design. Those assessments should include, but not be limited to, air quality, noise, visual impacts, highways and any impact on statutory environmental, landscape or conservation designations e.g. RAMSAR, SSSI, AONB.

### Runway 28 Departures:

We maintain our concern as to the potential impacts from the selected flight paths on those rural communities directly below the short-listed flight path options. We accept that it would appear that the options being considered at this stage should remain in line with the principle of ensuring flight paths reach the sea in the shortest possible route. We therefore have continued concerns that Drawing A1.1 – Runway 28 Standard Departure Routes (to the South) shows a considerable distance being flown above a largely rural area to the East of Canterbury, well before flights will reach a 7000 ft level.

Drawing A1.2 Runway 28 Standard Departure Routes (to the North) appears to conform with the design principle of minimising noise levels below 7000 ft although an assessment of overall impact on the relatively narrow exit point over the sea (Reculver) requires a detailed understanding from a conservation perspective.

### Runway 10 Departures:

Drawing A2.1 Runway 10 Departures indicated compliance with the aim of reaching the sea in the shortest possible distance albeit that the overall impact on Ramsgate (near the Marina) must be assessed and mitigated if possible. Clearly, at this stage, we are unaware of the potential number of flights being considered at the present time and how long it may take the airport to develop a sustainable business platform. We assume that the Stage 3 will start to clarify some of these uncertainties, subject to accepting the present business climate surrounding freight and passenger demand.

### Runway Approaches:

Drawing A3.1 reflects the same principle as above in that the overall impact on residential areas directly around the Marina area must be assessed and mitigated if possible.



## HACKINGTON PARISH COUNCIL

Holding Patterns (RNAV and ILS):

Given the technical and safety issues around navigation and holding pattern requirements, we cannot offer any detailed insight other than the procedures and flight paths appear to be logical. We would expect the CAA and the developers design teams to work to resolve any technical and safety matters. However, we would request that any such patterns again remain fixed to the principle of flight paths staying over water for as long as possible in the first instance and that patterns directly over land should be for the minimum time possible.

That may require re-assessment of the southerly holding pattern indicated in Drawing A4.1 that could hold a considerable volume of flights directly over rural communities near to Faversham.

-----

In conclusion, whilst we remain supportive of the overall development being considered at the present time, we remain concerned that a number of rural communities may be negatively impacted upon due to the short-listed flight options being promoted in this document.

We would request that detailed technical assessments should be undertaken at the earliest opportunity on all of the options set out in this document in order to ensure that all efforts are made to either mitigate or re-design any negative impacts that could occur. In our view, these should cover, but not be limited to, air quality, noise levels, impacts on statutory designated areas and highway infrastructure capacity (in the short and long term).

# YOUR LONDON AIRPORT

## *Gatwick*

07 August 2020

Manston Airport Community Relations

### **Gatwick Airport Limited Response to Manston Airport's FASI-South Airspace Design and Procedures Options Appraisal**

This letter provides a response to the comprehensive design envelopes, set in the *Manston Airport FASI-South Airspace Design and Procedures - Options Development, Part 3* document, that will form the basis for Manston Airport's FASI-S airspace options development and assessment.

In common with the intention of the Manston Airport Airspace Change Proposal (ACP) under the auspices of FASI-S Gatwick plans to redesign all its departure and arrival procedures to make optimal use of airspace capacity. Specifically, Gatwick will seek to achieve its FASI-S ACP objectives to:

- Create systemised arrival and departure procedures that improve safety and resilience and make best use of airspace capacity;
- limit, and seek to reduce, environmental impacts on local communities;
- create routes that offer fuel-efficient integration with the route network and offer operational agility.

Gatwick will aim to design departure routes that facilitate continuous climb, aligned to aircraft performance capabilities and embed operational flexibility, resilience and respite. Our arrival routes and procedures will aim to remove, or reduce, descent constraints keeping aircraft as high as possible for as long as possible keeping in mind the need to minimise noise impacts.

It is Gatwick's ambition, where appropriate, to laterally deconflict routes from those of other airports where the points of conflict impose altitude constraints which increase significantly noise impacts for local communities.

The design envelopes depicting Manston arrivals, departures and missed approach procedures to both runways 28 and 10, within the sector Manston 180° to 270° may need, during the FASI-S airspace change process, to consider design options for Gatwick arrivals and departures to the east of Gatwick Airport. This does not necessarily constrain the design envelopes proposed per se, but will, during the airspace change process, need to be reconciled through a complementary process being developed by the Airspace Change Organising Group (ACOG) to facilitate the various FASI-S ACPs.

At this stage Gatwick Airport has no further points to raise regarding the design options provided in the document.

If you require any further information, or wish to discuss any of the above points, please do not hesitate to contact the undersigned.

Yours sincerely

Regulatory Lead  
Gatwick Airport Ltd

to: [manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)  
cc:

---

**From:** manstonairspace  
**Sent:** 10 August 2020 18:10  
**To:**  
**Cc:**  
**Subject:** RE: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:**  
**Sent:** 10 August 2020 11:46  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Cc:**  
**Subject:** Manston Airport Design Option Review Stage 2

Good morning,

Please accept Gatwick Airport's response to Manston ACP Stage 2B – Design Option Review.

Yours sincerely

-----  
Regulatory Lead - Genesis  
Gatwick Airport Ltd  
📧  
-----

YOUR LONDON AIRPORT  
*Gatwick*

Powered by



---

**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Sent:** 05 August 2020 13:28  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** [EXTERNAL SENDER] Reminder: Manston Airport Design Option Review Stage 2

**CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments**

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Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport’s Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

Yours sincerely,  
Manston Airport Team  
**RiverOak Strategic Partners**  
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Email: [manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)  
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**From:** manstonairspace  
**Sent:** 17 August 2020 10:47  
**To:**  
**Cc:**  
**Subject:** RE: Manston ACP stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:**  
**Sent:** 14 August 2020 15:01  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Cc:**  
**Subject:** Manston ACP stage 2

Dear Sirs,

Thank you for the opportunity to comment on the ACP at Manston Airport.

The Guild of Air Traffic Control Officers (GATCO) is a UK-wide professional organisation which promotes the highest standards in all aspects of air traffic management and is dedicated to the safety of all who travel or gain their livelihood in the air, with membership drawn from both civilian and military controllers. We are heavily involved in the work of the International Federation of Air Traffic Controllers' Associations (IFATCA), which includes representations to ICAO and SES, amongst others.

This letter constitutes our formal response to the consultation.

Whilst GATCO is encouraged by the provision of an ATZ, there are concerns about that portion outside of the ATZ and the airways structure. Prior to Manston airport closing in 2014 our members reported a number of safety events with aircraft operating into and out of Manston whilst outside Controlled Airspace (CAS). GATCO would support the establishment of a segregated route structure which affords CAS protection to aircraft, particularly those carrying members of the public. We understand that this requires a joined up approach as part of the NATS LAMP project. However, without this protection we do not feel that the proposal meets design principle 1 regarding acceptable levels of flight safety.

The document states that 'the majority' of aircraft would be able to achieve the required height to join the en-route network at the specified point. GATCO would stress the importance of the SID routing enabling all aircraft to join at the correct point at the correct height. Furthermore GATCO

supports the view that the route should allow departing aircraft, and in particular those routing to the west/ North to gain as much height as possible to enable them to 'jump' the LTMA.

Thank you for allowing us the time to respond to your change proposal.

Vice President Policy  
GATCO

Hi

I hope you're well.

We had this email from Westwell Parish Council (see below) which I'm passing to you for your information. I'm pretty sure that you're aware of this conflict and it will be address in one way or another, but forwarding this just in case if we would have to follow up on this during the workshop next week.

Thanks,

Account Director, Major Projects

T

**From:**

**Sent:** 01 July 2020 19:32

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Cc:**

**Subject:** Re: Manston ACP Stage 2 - Invitation to workshop on Manston Airport airspace change proposal

Dear Riveroak,

Thank you for including Westwell Parish Council on your stakeholder list .

We are not able to attend the workshop ,

However we would like to point out that your operational design proposals show a conflict with The Kent Gliding Club who have prior air space rights over Westwell Down above Charing and Westwell.

The drawings on pages 29 and 31 show the southern hold areas for instrument landings at either 3000 ft or 2500 ft would overlap with and therefore cause conflict with the Gliding club operations.

Please amend to remove this conflict .

yours sincerely

Westwell Parish Council

On 1 Jul 2020, at 16:59, manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

Dear

Earlier this year we asked local stakeholders for comments on a comprehensive set of 'design envelopes' as part of RSP's airspace change proposal for Manston Airport. As we explained at the

time, this is separate to our application to reopen the airport as a freight hub and is linked to a wider programme of airspace modernisation in the UK.

The 'design envelopes' we shared with you showed all possible options for arrivals and departures in both runway directions. The feedback we received has helped us to develop the specific route options which are set out in the attached document (Appendix A - Manston Airport Airspace Options Development).

Having refined our designs, and consistent with our commitment to engaging with stakeholders throughout the airspace change process, we are once again seeking stakeholder input. The design options must align with the Design Principles agreed at the previous stage and your feedback will help test whether they do so.

If you would like to find out more about the design options and discuss any queries you have before submitting feedback, we are holding two workshops for local stakeholders on **Wednesday 15 July, commencing at 2pm and 6.30pm respectively.**

The workshops will last around two hours and will include a short presentation on the design options followed by an opportunity to put questions to our airspace specialists. All comments made during the workshop will be recorded and collated for the purpose of drafting the Design Options document that will ultimately be submitted to the Civil Aviation Authority.

Due to the current constraints on face-face meetings we will be hosting the workshops on Zoom, the video conferencing platform. Zoom is easy to use and we will provide step-by-step joining instructions in advance to those attending nearer the time.

Attendance at the workshops is limited to officers and members of local authorities, parish councils and MPs representing constituencies in the surrounding area. Places are limited to one representative per organisation and any substitutes must be members of the same organisation as the invited stakeholder whose place they are taking.

**If you are interested in attending a workshop please reply to this email indicating your preferred time slot by 10 July.** If you are proposing a substitute, please provide their name, position and email address.

We appreciate that you may not be able to attend a workshop or feel the attached document provides sufficient information to inform your response. In either case, please provide your comments by replying to this email by **Friday 14 August.**

If you have any queries, please contact our community relations team.

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](http://www.rsp.co.uk)

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<Appendix A\_Manston Airport\_Airspace Options Development.pdf>





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**From:** manstonairspace  
**Sent:** 07 August 2020 09:30  
**To:**  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:**  
**Sent:** 05 August 2020 17:16  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Sirs,

A representative of Fordwich Town Council participated in the recent on-line briefing; Fordwich Town Council has no further comments on the Airspace Options Development proposals at this time.

Regards,

Fordwich Town Clerk

---

**From:** manstonairspace [<mailto:manstonairspace@communityrelations.co.uk>]  
**Sent:** 05 August 2020 13:28  
**To:** manstonairspace  
**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

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](http://www.rsp.co.uk)

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**From:** manstonairspace <manstonairspace@communityrelations.co.uk>  
**Sent:** 14 July 2020 16:27  
**To:**  
**Subject:** Feedback from Honourable Company of Air Pilots

Also feedback from Honourable Company of Air Pilots below

Account Director, Major Projects

T

**From:** daa <[daa@airpilots.org](mailto:daa@airpilots.org)>  
**Sent:** 14 July 2020 16:21  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Manston ACP Stage 2

Good afternoon,

Many thanks for your workshop today. It was particularly useful to hear the issues raised by other attendees. On behalf of The Honourable Company of Air Pilots, our comments on Manston ACP Stage 2 are as follows:

- Manston's proximity to the London TMA and other airports e.g. (Biggin Hill, Gatwick, Southend) clearly impacts procedure design; all operators will want unimpeded continuous climb and descent options for their own runways that also respect local population interests.
- Whatever the final outcome, it will be important that that flight deck and air traffic control workload remains acceptable for all procedures during both normal and non-normal conditions.
- Clearly, there are several potential conflicts that need to be designed out at the earliest opportunity.
- Our principle concern is that while resolution through repeated local discussion and two-party agreements, respecting each ANSP's projected traffic densities, might eventually be achieved, it will not result in the optimum overall solution. This especially if the last to instigate change is afforded lowest precedence.
- Therefore, given the number of ANSPs and others with a stake in this ACR, an expert but disinterested organisation empowered to manage all

UK airspace, e.g. the CAA, should lead the resolution process so the most efficient overall arrangement is achieved.

- This would ensure that flight deck and air traffic control workload remained acceptable throughout normal and non-normal conditions, as well as meeting operator needs and respecting government noise, emissions, trade and connectivity policies.

Kind regards,

--

Director of Aviation Affairs  
**The Honourable Company of Air Pilots**  
Air Pilots House  
52A Borough High Street,  
London, SE1 1XN  
[www.airpilots.org](http://www.airpilots.org)    [+44\(0\) 2074 044 032](tel:+44(0)2074044032)

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**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Date:** Wednesday, 8 July 2020 at 17:00  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Manston ACP Stage 2 - Invitation to workshop reminder

Good afternoon,

On the 1<sup>st</sup> July we sent out a request for your input to the development of Design Options as part of an Airspace Change Proposal for Manston Airport along with an invitation to our digital workshop on **Tuesday 14<sup>th</sup> July at 2pm**, which provides you with the opportunity to discuss any queries you have before submitting feedback on Design Options.

**This is a gentle reminder if you are interested in attending the workshop, please reply to this email indicating your attendance by 10<sup>th</sup> July.** If you are proposing a substitute, please provide their name, position and email address.

We appreciate that you may not be able to attend a workshop or feel the attached document provides sufficient information to inform your response. In either case, please provide your comments by replying to this email by **Friday 14<sup>th</sup> August**.

If you have already responded indicating your attendance, please be assured that you are on our list of attendees and we will be sending joining instructions early next week.

If you have any queries, please contact our community relations team.

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](http://www.rsp.co.uk)

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---

**From:** manstonairspace  
**Sent:** 27 Julv 2020 16:55  
**To:**  
**Subject:** RE: Reminder: 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 your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)

Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From**  
**Sent:** 23 July 2020 08:37  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear Sirs,

Thank you for the invitation to participate in the recent focus group discussion regarding the above matter.

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.

Dover District Council is therefore pleased to note the recent announcement on 9 July regarding the confirmation of the Development Consent Order for the Riveroak Strategic Partnership's (RSP) proposals. Please see:

<https://www.dover.gov.uk/News/Press-Releases/2020/DDC-Welcome-Manston-Decision-as-a-Boost-for-East-Kent-Economy.aspx>

Moving to the process of the Manston Airspace Design Option Review, noting that RSP is now progressing stage 2 (of seven) in which you will develop a comprehensive list of options for airspace change, DDC has a very specific requirement in this matter which was also acknowledged by others during the focus group discussion.

While an initial appraisal of the impacts of each option are under review, 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. Consequently, DDC – along with Canterbury City Council and others – would wish to see

that maximum use is made of flight paths and holding areas over water as distinct from land however lightly populated that may appear to be.

It is noted that the flight pathways for inbound aircraft are tightly constrained by horizontal and vertical requirements in relationship to the position of the runway.

As you refine your design options, DDC will wish to participate and comment on this process going forward. In particular, it is noted that that further technical and environmental information is to be produced to inform the impacts and the development of the flight path routes as they are refined.

Please do not hesitate to contact me should you require any further information or clarification at this stage.

Yours faithfully,



**Head of Inward Investment and Tourism**

Dover District Council

Council Offices, White Cliffs Business Park, Dover CT16 3PJ

**Please note that my normal working days are Monday, Tuesday and Thursday.**

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---

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

**Sent:** 21 July 2020 08:50

**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good morning,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

Thank you once again for your continued engagement.

Yours sincerely,

Manston Airport Team

**RiverOak Strategic Partners**

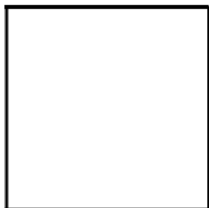
Tel: 0800 030 4137

Email: [manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)

Website: [www.rsp.co.uk](http://www.rsp.co.uk)



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---

**From:** manstonairspace  
**Sent:** 07 August 2020 09:18  
**To:**  
**Cc:**  
**Subject:** RE: Thank you for joining the Design Options workshop for Manston on 15 July

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:**  
**Sent:** 06 August 2020 18:29  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Re: Thank you for joining the Design Options workshop for Manston on 15 July

Dear Sirs

Thank you for sharing the draft consultation documents with us in advance of the next round of formal consultations.

As you know the City Council is clear that the impact upon the Canterbury District from aircraft noise should be minimised as far as possible, with particular consideration to be given to the impact upon the main centres of population. We would therefore ask that you continue your review of flight paths and aviation arrangements in this context.

We were pleased to hear, at the recent workshop, that the design process will include a review of the flight paths of other airports in order to facilitate a flight path design for Manston that will minimise disruption for local people.

We will of course await the formal consultation stage before making our comprehensive comments. However at this stage we would like to reiterate our general point that flight paths for both approaches and landings should be designed so as to minimise the use of airspace over the Canterbury District and in particular over the urban area of Herne

Bay. We were encouraged to hear that you appeared to be looking to move away from proposals involving flight paths over the urban area and instead focusing upon maximising flight paths over the sea. However, within your documentation the 'Runway 10' approaches (from figure 18 onwards) have the 300ft and 2500ft approach paths going directly over Herne Bay from Hampton, over Memorial Park right across to Sweechbridge Road. This route would not be acceptable to us, particularly if it were to be used frequently and/or at night.

One further point that we picked up from the documents, that we had sight of following the recent workshop, is the proposal for two holding areas; one off the coast near Whitstable and the other over land near Canterbury. These holding areas are of concern to us. Any holding area should be located over the sea and as far away from the coastal towns as possible.

We look forward to receiving the formal consultation documents when they have been produced and we intend to comment fully at that stage.

Regards

Head of Planning

On Wed, 15 Jul 2020 at 21:28, manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)> wrote:

Good evening,

Thank you to those who attended Manston Airport's Airspace Change Process workshop for officers and members of local authorities, parish councils and MPs representing constituencies in the surrounding area. We would like to thank you for your time and continued engagement in this airspace change process.

We have re-attached our Design Principles to this email. Please send us your feedback and comments on these Design Principles in writing by responding to this email by **Friday 14 August**.

Thank you once again for your continued engagement.

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](http://www.rsp.co.uk)

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---

**From:** manstonairspace  
**Sent:** 06 August 2020 14:45  
**To:** Broadstairs Town Clerk  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:** Broadstairs Town Clerk <[town.clerk@broadstairs.gov.uk](mailto:town.clerk@broadstairs.gov.uk)>  
**Sent:** 06 August 2020 09:20  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Good morning  
Thank you for your email.  
At a meeting of the Broadstairs and St. Peter's Town Council Planning Committee on the 3<sup>rd</sup> August 2020, the Airspace Design Principles for Manston Airport were again discussed and it was unanimously resolved to feedback "No Comment"  
Kind regards

Deputy Town Clerk  
Broadstairs & St. Peter's Town Council

Email: [town.clerk@broadstairs.gov.uk](mailto:town.clerk@broadstairs.gov.uk)  
[www.broadstairs.gov.uk](http://www.broadstairs.gov.uk)

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---

**From:** manstonairspace [<mailto:manstonairspace@communityrelations.co.uk>]  
**Sent:** 05 August 2020 13:28

**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

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](http://www.rsp.co.uk)

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---

**From:** manstonairspace  
**Sent:** 21 July 2020 17:14  
**To:** ceo  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From:** ceo <ceo@britishhelicopterassociation.org>  
**Sent:** 21 July 2020 13:00  
**To:** manstonairspace <manstonairspace@communityrelations.co.uk>  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear Manston

I wonder why you have shown the min holding height as 3000ft. While this is fine where the hold is over the sea the overland ones for runway 10 should be a minimum of 4000ft for noise abatement.

CEO BHA

---

**From:** manstonairspace  
**Sent:** 21 July 2020 08:48  
**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good morning,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

Thank you once again for your continued engagement.

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](http://www.rsp.co.uk)

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---

**From:** manstonairspace  
**Sent:** 21 July 2020 17:10  
**To:**  
**Cc:**  
**Subject:** RE: Reminder: 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 your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)

Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From**  
**Sent:** 21 July 2020 16:50  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Cc:**  
**Subject:** FW: Reminder: Manston Airport Design Option Review Stage 2

---

**From:** Navigation & ATM <[nav.atm@ba.com](mailto:nav.atm@ba.com)>  
**Sent:** 21 July 2020 08:57  
**To:**  
**Subject:** FW: Reminder: Manston Airport Design Option Review Stage 2

Dear Sir/Madam

We have no concerns over the procedures below 7,000ft. however our concerns are in the integration of this traffic into an already congested airspace so close to the Dutch and Maastricht ACC's.  
At night this would not present a problem, but during the day, particularly during the first wave flights into Europe in the morning, this could prove a problem.

Best regards

---

**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Sent:** 21 July 2020 08:48  
**Subject:** Reminder: Manston Airport Design Option Review Stage 2

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Good morning,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

Thank you once again for your continued engagement.

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](http://www.rsp.co.uk)

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---

**From:** manstonairspace  
**Sent:** 13 August 2020 15:17  
**To:**  
**Subject:** Manston Airport Design Option Review Stage 2

Good afternoon

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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**From:**  
**Sent:** 05 August 2020 16:36  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Thank you for the opportunity to contribute to this stage of the ACP. I attended the online briefing in July and just have the following comments.

1. I understand that the ACP application is for an ATZ without plans for further regulated airspace. At a time when other sponsors seek vast swathes of airspace to support, in some cases, limited amounts of traffic, your approach to a limited volume is welcome.
2. Where possible I suggest that overflight of local habitation is avoided to reduce noise impact. Although this may mean a marginal increase in track miles, looking after the locals is very important.
3. As your traffic will be largely operating outside the ATZ and other controlled airspace during initial climbs and late recovery it may be useful to consider how you might be able to provide an alerting service for other traffic in the local area.
4. I recall that there was discussion with regard to how Manston traffic would affect Maypole and other local flying sites. I suggest that letters of operating agreements are the way forward to enable harmonious mixed operations within the local area.

Regards.

CE

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*British Microlight Aircraft Association – The natural home of microlights*



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---

**From:** manstonairspace [<mailto:manstonairspace@communityrelations.co.uk>]  
**Sent:** 05 August 2020 13:23  
**To:** manstonairspace  
**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

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](http://www.rsp.co.uk)

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---

**From:** manstonairspace  
**Sent:** 17 August 2020 10:46  
**To:**  
**Subject:** RE: Manston Airport Design Option Review Stage 2

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
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---

**From:**  
**Sent:** 14 August 2020 19:17  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Manston Airport Design Option Review Stage 2

Many Thanks for the webinar that you presented regarding the Manston Airport Design Option Review Stage 2.

It was extremely interesting and as a representative of Blean Parish Council, I only have the one comment regarding the air traffic routes in and out of the facility.

Given the location of the airfield, the main noise and pollution will occur when aircraft are landing at Runway 10, or departing from Runway 28.

It makes sense that the amount of overflying close to or over populated areas, however sparse, is kept to the absolute minimum.

Therefore, when departing Runway 28, the northerly route would be preferred.

Regards

Blean Parish Council

---

**From:**  
**Sent:** 24 July 2020 11:12  
**To:**  
**Subject:** RE: Manston - Biggin Hill Bilateral Notes

H

I am happy with the content of your attached notes and no changes are required. I can confirm that the concerns raised regarding possible interactions between Biggin Hill and Manston Air Traffic have been captured.

Regards,

---

**From:**  
**Sent:** 24 July 2020 11:07  
**To:**  
**Subject:** Manston - Biggin Hill Bilateral Notes

Morning again

Thank you for the presentation in the previous e-mail, much appreciated.

Please find attached the notes from this morning's meeting; if you have any comments, amendments or additions, please let us know.

Any questions, please don't hesitate to get in touch and we look forward to continuing to work with you in the future.

Regards,

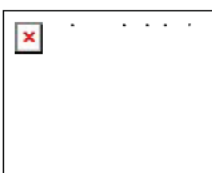
**Senior Consultant**

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**Aylesham Parish Council**

**Proposal: River Oak Strategic Partners, location: Manston Airport**

**Location: Manston Airport**

Aylesham Parish Council wish to note that they wish to **support** planning and proposals for Maston Airport on the following grounds:

1. Councillors felt the benefits of having the local airport open would be good for local employment as over 3,000 long term jobs would be created and would also help to boost/support local economy.
2. Flight path is not directly over Aylesham and would not affect the parish as aircrafts are going to be at 7,000 ft on closest flight path to Aylesham.

July 2020



---

**From:** manstonairspace  
**Sent:** 17 August 2020 15:07  
**To:** Assistant Clerk  
**Subject:** RE: Manston Airport Supportr Submission from Aylesham Parish Council

Dear

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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---

**From** Assistant Clerk <[assistantclerkapc@gmail.com](mailto:assistantclerkapc@gmail.com)>  
**Sent:** 17 August 2020 13:13  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Manston Airport Supportr Submission from Aylesham Parish Council

Dear Sirs,

Please see the attached support submission for River Oak Strategic Partners, location: Manston Airport

Any questions please let me know

Kind regards

Assistant Parish Clerk

Aylesham Parish Council  
Aylesham House  
Dorman Avenue South  
Aylesham  
Kent CT3 3AD

---

**From:** manstonairspace  
**Sent:** 21 Julv 2020 17:20  
**To:**  
**Subject:** Review Stage 2

Dea

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
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**From:**  
**Sent:** 21 July 2020 09:45  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Re: Reminder: Manston Airport Design Option Review Stage 2

Hello

Thank you for forwarding this proposal to me again. My apologies for not responding sooner.

I have no comments to make except that I think the reopening of Manston will be good for both the County and the Country, and the thought and planning that appear to have gone into it is apparent from this document.

Kind regards,

Chair  
Paddlesworth Parish Meeting

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**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>

**Sent:** Tuesday, July 21, 2020 8:49:42 AM

**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good morning,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

Thank you once again for your continued engagement.

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](http://www.rsp.co.uk)

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**From:** manstonairspace  
**Sent:** 21 July 2020 17:05  
**To:**  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dea

Thank you for your email.

We apologise for this and will remove you from our database so that you no longer receive our updates.

We hope you have a pleasant evening.

Yours sincerely,  
Manston Airport Team  
**RiverOak Strategic Partners**  
Tel: 0800 030 4137  
Email: [manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)  
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**From:**  
**Sent:** 21 July 2020 09:09  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Dear Sir/Madam,

I have not signed up to receive any updates from your company nor of your customers  
I'd be most grateful if you could please remove my details from your database.

Thanks

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**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Sent:** 21 July 2020 08:48  
**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good morning,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

Thank you once again for your continued engagement.

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](http://www.rsp.co.uk)

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**From:** manstonairspace  
**Sent:** 06 August 2020 14:45  
**To:** manstonairspace  
**Subject:** FW: Reminder: Manston Airport Design Option Review Stage 2

---

**From:** manstonairspace <manstonairspace@communityrelations.co.uk>  
**Sent:** 06 August 2020 14:43  
**To:**  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Good afternoon

Thank you for your email and feedback provided on the Design Principles for Manston Airport.

We will take your feedback into account 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](mailto:manstonairspace@communityrelations.co.uk)  
Website: [www.rsp.co.uk](http://www.rsp.co.uk)

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**From**  
**Sent:** 06 August 2020 10:59  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** RE: Reminder: Manston Airport Design Option Review Stage 2

Good morning

Please find attached ANSL's response to Manston's Design Option Review.

Kind regards

ATM Operations Specialist - Airspace Lead  
Head Office

**Switchboard:** +44 (0)1293 226980



Old Control Tower, Old Control Tower Road, Gatwick Airport, West Sussex, RH6 0LD  
[www.ans-atc.com](http://www.ans-atc.com)

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**From:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Sent:** 05 August 2020 13:23  
**To:** manstonairspace <[manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)>  
**Subject:** Reminder: Manston Airport Design Option Review Stage 2

Good afternoon,

This is a gentle reminder to send us your feedback and comments on Manston Airport's Design Principles in writing by responding to this email by **Friday 14 August**, which we have re-attached to this email.

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 once again for your continued engagement.

Yours sincerely,  
Manston Airport Team  
**RiverOak Strategic Partners**  
Tel: 0800 030 4137  
Email: [manstonairspace@communityrelations.co.uk](mailto:manstonairspace@communityrelations.co.uk)  
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To Whom It May Concern  
Manston Airport  
Airspace Change

Old Control Tower  
Old Control Tower Road  
Gatwick Airport  
West Sussex  
RH6 OLD  
UK

**BY EMAIL**

31 July 2020

Dear Sir or Madam

Please accept this document as Air Navigation Solutions Ltd's (ANSL) formal response to Manston Airport's engagement through the Stage 2 Define and Assess process of CAP1616, following a Design Options Workshop held on 14<sup>th</sup> July 2020.

ANSL have been asked by Manston Airport to provide any views or comments regarding the comprehensive design envelopes as described in document '*Appendix A – Manston Airport Airspace Design and Procedures, Options Development, Part 3*'.

Our views and comments are as follows:

- ANSL are the incumbent ANSP for Gatwick Airport. ANSL manages the Tower at Gatwick Airport, while NATS provide the Approach control service from Terminal Control (TC) at Swanwick Centre.
- ANSL are engaged with the FASI-S Airspace Modernisation programme. We respond to this engagement with the assumption, in line with Manston's published ACP timeline, that Gatwick Airport will operate as a High Intensity single runway airport, acknowledging recovery traffic predictions from Covid-19 impacts aside.
- In order to deliver the required capacity, Gatwick's operation is predicated on the use of free-flow. By free-flow, we mean the tower will launch departures according to agreed separation without reference to approach control (or en route sectors). This requires the airspace to have sufficient capacity and there is no traffic that is planned to enter the airspace that may increase the complexity and duly reduce capacity. This could lead to an effect on TC workload, and therefore a knock on effect on tower workload. ANSL wish to state that its desire for the future is that there will be no changes that inhibit the free-flow of departing traffic from Gatwick on either a continuous or intermittent basis.
- We are particularly focussed on traffic departing Manston toward the west and north west, and the development of procedures for this traffic to enter controlled airspace as well as the integration with en-route airways. Some Manston departures on runway direction 28 will need to join the same airways as Gatwick northbound departures.
- In summary, at this stage, ANSL has no further points to raise regarding the design options published in the document.



However, we do have a question post the workshop. As follows:

Does Manston Airport have a contingency for operations if FASI-S has to move further out from its current timelines? We note in your most recent timeline that target AIRAC is 03/23 and we would just like to draw the attention of your IFP designers to Gatwick Airport's Route 4 2018 ACP (reference – 2018-86) which has an indicative target AIRAC of 09/23. We are not suggesting there will be any conflicts with AIRACs but more a watching brief on work alongside Manston's plans.

We hope this is useful in your engagement process and please do not hesitate to contact me should you have any further queries or questions.

Yours faithfully

Airspace Change Lead

CC: Head of Noise and Airspace Strategy, Gatwick Airport  
VATS

# 1 Stage 2 Options Development

---

## 1.1 Manston Airport – London City Airport Stage 2 Discussion

This document details the discussion held between representatives of the Manston Airport ACP project and London City Airport on 20<sup>th</sup> August 2020.

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

The aim of the meeting was to discuss any interactions of Manston Airport's design options on current and future operations at London City Airport.

## 1.2 Airspace Development - General

- The main concerns from London City were the possible interactions with arrival and departure routes and any conflicts that may arise:
  - London City have completed Stage 1 of their FASI-S ACP but are yet to commence detailed planning of route options as part of Stage 2.
  - The current procedures, which are a mixture of PBN and conventional, are working well and are unlikely to change substantially as part of the FASI-S ACP.

## 1.3 London City Arrivals

- Arrival routes are through JACKO to the north and OKVAP/GODLU from the south and then via the Point Merge.
- Aspiration is to hold aircraft higher for longer for the London City arrivals procedure, which should help Manston departures.
- Manston Runway 28 right-hand departures will remain below the Point Merge until laterally separated to the east.
- Likely any Manston departures via DVR will be held below traffic arriving via GODLU to allow unrestricted descent via GODLU and the Point Merge.

## 1.4 London City Departures

- The location of Manston to the east means there is unlikely to be any conflict with London City departures.
- If departing aircraft from each airport headed directly for the other airport (head-to-head), aircraft are still likely to be too high for any interactions below 7,000 ft.
- London City departures likely to be at altitude in the en-route network and above any Manston departures routing to the west.

## 1.5 Any Other Business

- A brief discussion was held regarding the requirement to conduct a coordinated consultation exercise:

- At this stage, unlikely that there will be a requirement based on the locations of each airport's overland routes (no interactions below 7,000 ft overland).
- Manston and London City will continue to liaise as options for both airports develop to identify any requirements for a coordinated consultation.

# 1 Stage 2 Options Development

---

## 1.1 Manston Airport – Biggin Hill Airport Stage 2 Discussion

This document details the discussion held between representatives of the Manston Airport ACP project and Biggin Hill Airport on 24<sup>th</sup> July 2020.

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

The aim of the meeting was to discuss any interactions of Manston Airport's design options on current and future operations at Biggin Hill Airport.

## 1.2 Airspace Development - General

- The Design Options are generally based on DCO 'swathes' overland, but we have purposely not restrained ourselves, as there is CAA latitude to test the boundaries:
  - Public response so far has not noted where the procedures do provide excursion from the 'swathes'.
- Main concerns from Biggin Hill concern interactions with arrivals via the Point Merge and any restrictions on the ability for Biggin Hill departures to conduct continuous climb operations:
  - Avoid any delays to the flow rate of traffic arriving via the Point Merge by arrivals or departures from Manston.
  - Biggin Hill departures to the east via DET should be able to perform continuous climb operations and not be constrained by Manston arrivals descending from the west.

## 1.3 Departures Runway 28 Left-hand

- No issues generally.
- Likely Manston departures will be held below traffic arriving via GODLU to allow unrestricted descent via GODLU and the Point Merge.

## 1.4 Departures Runway 28 Right-hand

- Possible interactions with Biggin Hill arrivals traffic via the Point Merge:
  - Manston departures will remain below the Point Merge until laterally separated.
  - Manston departures will be laterally separated to the east of the Point Merge prior to climb to height.

## 1.5 Departures Runway 10

- No issues – departing traffic laterally separated to the east.

## 1.6 Arrivals to Runway 28

- No issues with approach procedure or transition routes

- Northern Hold position in the vicinity of the Thanet Windfarm would cause no issues – was the previous Hold location (approx. east-west) for Manston Airport before closure in 2014.

## 1.7 Arrivals to Runway 10

- No issues with the approach tracks, Hold position as per comment above.
- Manston aircraft arriving from the west and descending towards EMKAD for the Transition could impede continuous climb operations for Biggin Hill aircraft departing to the east.
  - Also noted by NATS – if implemented, likely that this Transition would only be used during quieter periods when traffic density allowed.
- Less impact if Manston arrivals transited to the north of the airport.
  - Proposed northern Transition uses the existing Point Merge routing to minimise impact before descending below the Point merge to join the approach.

# 1 Stage 2 Options Development

---

## 1.1 Manston Airport – Southend Airport Stage 2 Discussion

This document details the discussion held between representatives of the Manston Airport ACP project and Southend Airport on 20<sup>th</sup> July 2020.

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

The aim of the meeting was to discuss any interactions of Manston Airport's design options on current and future operations at Southend Airport. The first discussion took place on 23<sup>rd</sup> April 2020.

## 1.2 Airspace Development - General

- The Design Options are generally based on DCO 'swathes' overland, but we have purposely not restrained ourselves, as there is CAA latitude to test the boundaries:
  - Public response so far has not noted where the procedures do provide excursion from the 'swathes'

## 1.3 Departures Runway 28 Left-hand

- 'High workload option' – need to ensure flight plan connectivity for traffic integration as there will be, currently, heavy interactions above FL70:
  - GODLU Hold @FL80;
- Remain east of DVR-ATSAP track when requiring north access, aim for well above FL70 @ ATSAP then JACKO

## 1.4 Departures Runway 28 Right-hand

- 'Lower workload option' – RH to 'given' Letterbox @5000 ft (outside CAS):
  - Might require 'release' Air Traffic Management (ATM) to avoid Biggin/LCY Point Merge (PM) & the Southend STAR to access CAS
- Go north via JACKO (Report ADVAS?)
- Need to be aware of the proposed Southend CTA extension east of GEGMU up to 5,500 ft (CTA-10)

## 1.5 Departures Runway 10 Right-hand

- No problems in climb to east of ATSAP-DVR track initially

## 1.6 Departures Runway 10 Left-hand

- JACKO (Hold is @ FL80-140) or via XAMAN/LOGAN

## 1.7 Arrivals to Runway 28

- Underneath Southend flow from north & east

## 1.8 Arrivals to Runway 10

- Track from EMKAD or DET close to Southend CTA-8
- Southern MAP Hold close to CTA-8
- Northern MAP Hold close to Shoeburyness
- Northern Intermediate Leg (between IAF and IF) very close to CTA-8 and proposed CTA-11. CTA bases both 3,500 ft so scope to adjust approach heights
- 2,500 ft FAP/FAF would move the IAFs further east giving better freedom and greater 'buffer' Southend CTAs

# 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 20<sup>th</sup> July 2020.

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

The aim of the meeting was the continued discussion on the effects of Manston Airport's design options on the air traffic network in the south east of England, based on an anticipated opening date c2023. As this puts the opening ahead of other planned, but as yet undefined, FASI (S) changes in RP3/4 the feedback was based predominantly on the current network design. The first discussion took place on 19<sup>th</sup> May 2020.

## 1.2 Airspace Development - General

- The Design Options are generally based on DCO 'swathes' overland, but we have purposely not restrained ourselves, as there is CAA latitude to test the boundaries:
  - Public response so far has not noted where the procedures do provide excursion from the 'swathes'
- One option where possible, for arrivals to each runway. That might incur a non-optimal environmental solution.

## 1.3 Departures Runway 28 Left-hand

- 'High workload option' – need to ensure flight plan connectivity for traffic integration as there will be, currently, heavy interactions above FL70:
  - L9/Y803 to West from DVR? Turn radius (90-120 Deg) would need anticipation of the turn overland
  - Route to go East (KONAN (best, B3 @FL110?), RINTI (Lille/Paris issues?)) good option
- Fly the track until into CAS @ FL65 (DVR)? Possible but would potentially require 'stop-off' outside CAS at alt 5000' in Class G – Safety Case would be required to affirm
- Southend arrival traffic sporadic but increasing in density via DVR; requiring integration

## 1.4 Departures Runway 28 Right-hand

- 'Lower workload option' – RH to 'given' Letterbox @5000' (outside CAS):



- 'Stop-off' required in Class G @ an alt prior to FL70 gate (in CAS) to remain below Biggin/LCY Point Merge (PM) (abeam ABTUM)? – Safety Case would be required to affirm.
- Reduces noise but long track miles increasing fuel burn, CO<sub>2</sub>, and NO emissions
- Might require 'release' Air Traffic Management (ATM) procedures to avoid Biggin/LCY PM & access CAS
  - Belief is that not enough traffic to justify Manston CAS
- Via DVR only to go west so remain below FL80 until GODLU?
  - Therefore, might be some more overland track below 7000' towards SANDY/LYD; cannot go further east due to further interactions
  - Thames Radar traffic enters via LYD
- Scope for creating connectivity, additional 5LNC, to remain over the sea and avoid DVR and joining the network closer to SANDY
- Abeam Margate go direct KONAN to go east (FL110?)
- Cargo flights 0700-2300 (0600-0700 option for passenger only)
- Go north via JACKO (Hold is @ FL80-140) to west or east of ATSAP-ADVAS track

## 1.5 Departures Runway 10 Right-hand

- Option direct to KONAN (FL110?):
  - Aligning 10 and 28 departure routes (commonality) would help manage interactions
- Fly the track until into CAS @ FL65 (DVR)? Possible but would potentially require 'stop-off' outside CAS at 5000' in Class G – Safety Case would be required to affirm
- Via DVR need to remain below arrival traffic so might be some more overland track below 7000' towards SANDY
- Potential for routing further south of DVR to avoid GODLU hold, scope for additional 5LNC to create connectivity,

## 1.6 Departures Runway 10 Left-hand

- Via JACKO (Hold is @ FL80-140) initially remain east of DVR-ATSAP track

## 1.7 Arrivals to Runway 28

- The southern MAP Hold is adjacent to French FIR
- Thames Radar forces Manston descents below FL70 from RINTI/KONAN/VABIK and LYD to avoid Southend & LCY traffic
  - Base of CAS in area is FL75
- Potential to mirror Southend traffic from south (or West) via OKVAP (DET-DVR/OKVAP-DVR)

## 1.8 Arrivals to Runway 10

- DVR-DET (RH turn) or DVR-ATSAP (LH turn) descent below CAS (FL70 by GODLU?) or via EMKAD
- DET/EMKAD difficult but a sound option when traffic density is low