

Manston Airport Airspace Design and Procedures

Step 2A
Options Development
Issue 3



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Glossary

Acronym	Meaning
aal	above aerodrome level
ACP	Airspace Change Proposal
AEF	Aviation Environment Federation
AIP	Aeronautical Information Publication
AMS	Airspace Modernisation Strategy
ANSP	Air Navigation Service Provider
AONB	Area of Outstanding Natural Beauty
APD	Approved Procedure Designer
ATC	Air Traffic Control
ATM	Air Transport Movement
ATS	Air Traffic Service
ATZ	Aerodrome Traffic Zone
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CAS	Controlled Airspace
CTA	Control Area
DCO	Development Consent Order
FAS	Future Airspace Strategy
FASI-S	Future Airspace Strategy Implementation - South
FIR	Flight Information Region
ft	feet
GA	General Aviation
IAF	Initial Approach Fix

Glossary (continued)

Acronym	Meaning
ICAO	International Civil Aviation Organisation
IFP	Instrument Flight Procedure
IFR	Instrument Flight Rules
LAMP	London Airspace Modernisation Programme
MAP	Missed Approach Procedure
MOD	Ministry of Defence
NATMAC	National Air Traffic Management Advisory Committee
NATS	formerly National Air Traffic Services
NDB	Non-Directional Beacon
PBN	Performance Based Navigation
RSP	RiverOak Strategic Partners Ltd
SID	Standard Instrument Departure
SoN	Statement of Need
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
TMA	Terminal Manoeuvring Area
TMZ	Transponder Mandatory Zone
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions

1. Introduction

1.1 Introduction

The Manston Airport Airspace Design and Procedures project is currently at Stage 2 – Develop and Assess – of the Civil Aviation Publication (CAP) 1616 Airspace Design process. Step 2A requires the change sponsor to develop a comprehensive list of options that address the Statement of Need and that align with the Design Principles developed in Stage 1.

This document provides a narrative explanation of steps taken in Step 2A to develop the options for airspace design and arrival and departure routes at Manston Airport. The document shows how the options have evolved from an initial list of all possible options through to a long list of options taken forward to Step 2B Options Appraisal. The Appendices to this document contain enlarged images of the options developed, against a backdrop of an Ordnance Survey roadmap. The overland portions of the options were shown against a backdrop of Ordnance Survey Landranger maps for greater detail in the documents provided to stakeholders during stakeholder engagement. These documents can be found alongside this document on the Civil Aviation Authority (CAA) airspace portal:

<https://airspacechange.caa.co.uk/PublicProposalArea?PID=112>

This document should be read alongside the Manston Airport Airspace Design and procedures Design Principles Evaluation which has also been uploaded to the airspace portal.

1.2 Background

Manston Airport is a disused airport on the Isle of Thanet in Kent. RiverOak Strategic Partners (RSP) is proposing to secure the future of the airport by redeveloping and reopening it as a successful hub for international air freight which also offers passenger travel, executive travel and aircraft engineering services.

RSP has applied to the Planning Inspectorate for a Development Consent Order (DCO) to build Manston Airport. In addition, RSP must also secure approval from the CAA, through the CAP 1616 process, for its use of airspace and procedures.

This document relates only to the CAP 1616 process and the proposal to introduce the airspace and Instrument Flight Procedures (IFPs) required to enable safe and efficient operations to and from the airport.

1.3 Statement of Need

The full Statement of Need (SoN) is available in Step 1A of the airspace portal and the key elements in terms of procedure design are illustrated by the following extracts. The first relates to the implementation of Performance Based Navigation (PBN) instrument flight procedures and recognises that the design options will be compliant with the parameters set out in the International Civil Aviation Organisation (ICAO) document *PANS OPS 8168 Aircraft Operations - Volume 2 Construction of Visual and Instrument Flight Procedures*.

SoN Extract 1: Instrument Flight Procedures

[there will be a need to introduce appropriate flight procedures and airspace to enable safe operations. The procedures will need to comply with Resolution 36/23 ratified by the 36th ICAO General Assembly and the UK Future Airspace Strategy¹ (FAS) published by the Civil Aviation Authority (CAA). This involves the introduction of routes and procedures compliant with PBN criteria; a State requirement for 2024.]

The second extract from the Statement of Need relates to the modernisation of UK airspace and implies the requirement for this airspace change to be developed in coordination with other identified change sponsors.

¹ Superseded and replaced by the Airspace Modernisation Strategy (AMS (CAP 1711))

SoN Extract 2: Harmonisation

[Future Airspace Strategy Implementation (South) (FASI(S)) and London Airspace Management Programme (LAMP) require UK southeast airports to implement PBN in order that the complex interactions between the region's airports are fully considered. The aerodrome sits below Controlled Airspace (CAS), the eastern extensions of the London Terminal Manoeuvring Area (TMA) which contains busy routes into and out of inter alia Heathrow, Gatwick and London City (to/from The Continent). Routes into and out of the future Manston Airport will need to integrate with these London TMA routes at some distance from the Airport]

1.3.1 Constraints

The following constraints have been identified as being applicable:

1. C1: Instrument Flight Procedures must be safe.
2. C2: Instrument Flight Procedures must be PANS-OPS 8168 compliant.
3. C3: The airspace solution must integrate with Future Airspace Strategy Implementation (South) – FASI-S.
4. C4: Fixed Runway position.

1.3.2 Application of the Constraints to the Design Process

The Instrument Flight Procedures (IFP) must be safe (**C1**) and therefore the designers have to take into account the minimum requirements for separation from terrain and obstacles, and from other procedures/volumes of airspace. Stakeholder input was sought at the beginning of Step 2A from Air Navigation Service Providers (ANSP) and FASI-S co-sponsors to elicit specific details of where possible routes to and from Manston Airport could interact with their procedures and operations. Further details of this engagement can be found in Section 2. The primary means by which it is intended to provide safety assurance to support the options is a Safety Case developed in accordance with CAP 760². Detail on the Safety Assessment is contained in Section 5 of the Initial Options Appraisal in Step 2B on the airspace portal.

The requirement for all design options to be PANS-OPS 8168 compliant (**C2**) means that the parameters of the IFPs e.g. shape, accuracy, turn areas and obstacle clearances are predetermined (to a degree) in ICAO document *PANS OPS 8168 Aircraft Operations - Volume 2 Construction of Visual and Instrument Flight Procedures*. This is the international standard for all IFPs and IFPs must be designed by a CAA Approved Procedure Designer (APD).

Constraints **C3** (Integration with FASI-S) and **C4** (Fixed Runway position) are the necessary starting points for developing the design options to ensure full connectivity between Manston Airport and the en-route airways network:

- The runway position is fixed and designated 10/28; this means that the runway orientation is on a bearing of 100° (the 10 direction) and the opposite direction 280° (the 28 direction). The runway direction in use on a given day is selected based on a range of factors including, but not limited to, wind direction. Aircraft generally take-off and land in the same direction i.e. into the wind. Runway direction may change during the day if the wind changes. In favourable wind conditions, it may be possible for aircraft to land on Runway 10 and take off from Runway 28 (aircraft landing from, and taking off to, the west) in order to limit the noise impact on the nearby town of Ramsgate.
- Traffic departing from Manston Airport must fly straight ahead on runway heading until achieving 500 feet (ft) above aerodrome level (aal) before any turns are permitted. Aircraft will then follow a series of turns and straight sections known as an Instrument Departure, which finishes at an airway's entry point. This will be a form of an appropriate Instrument Departure type which will be clarified at a later stage of the CAP 1616 process.
- Traffic arriving at Manston Airport leave the airways at fixed points and fly a Transition route to join an Approach procedure, which ends in a straight section lined up to the runway.

² CAP 760: Guidance on the Conduct of Hazard identification, Risk Assessment and the Production of Safety Cases: For Aerodrome Operators and Air Traffic Service Providers

1.4 Prioritised List of Design Principles

The work undertaken during Stage 1, with input from local and aviation industry stakeholders, helped to establish a prioritised shortlist of Design Principles to act as a framework against which Design Options have been drawn up. The prioritised list of Design Principles is shown in Table 1 below.

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

Table 1 - Prioritised Design Principles

Notwithstanding the prioritisation of the Design Principles shown above, one of the government's key environmental objectives is to limit and, where possible, reduce the number of people in the UK significantly affected by the adverse impacts from aviation noise. As there are currently no procedures in place for Manston Airport, it is not possible to create a reduction in the number of people affected by aircraft noise. The proposal will, however, aim to minimise the number of new people who will be affected. In line with the government laid out altitude-based priorities, the proposal will aim to limit the adverse effects on people from aircraft below 4,000 ft. Between 4,000 ft and 7,000 ft, the priority will be to continue to minimise the impact of aviation noise, unless to do so would adversely increase CO2 emissions.

1.4.1 High-Level Design Criteria

In accordance with the requirements in paragraph E18 of CAP 1616, a set of high-level criteria was developed from the Design Principles to support the design process; the application of these criteria to the initial list (tested with the stakeholders) generated the list of designs to take forward to Design Principle Evaluation. The best practice guidance contained in the government Green Book³ was used to develop five high-level objectives or criteria. These criteria are listed below along with the quantitative 'measures' used to gauge each option against the objective:

- Ob 1: The option shall be acceptably safe
 - o Obstacle clearance, other procedures/airspace, PANS-OPS 8168
- Ob 2: The option must accord with the Airspace Modernisation Strategy and any associated plans
 - o FASI-S
- Ob 3: Minimise the impact of noise
 - o Numbers overflown
 - o Noise sensitive areas
 - o Multiple routes to spread the noise burden equitably
- Ob 4: Minimise the impact on other airspace users
- Ob 5: Minimise emissions
 - o Facilitates optimum aircraft power to minimise greenhouse gases and air quality effects
 - o Enables continuous climb and descent operations
 - o Minimise track miles

1.5 Defining the Baseline

In accordance with CAP 1616, a baseline will be required for all environmental assessments. This will allow the change sponsor to conduct an assessment to understand the current impacts so that a comparison can be made with the impacts of the options. In most cases, the baseline will be the 'Do Nothing' option and will largely reflect the current day 'business as usual' scenario. In certain cases, doing nothing is not a feasible option and the change sponsor must therefore set out its informed view of the future and the minimum changes required to address the issues identified – a 'Do Minimum' option.

1.5.1 Do Nothing Option

The Do Nothing option represents the current situation where there is no airport at Manston, and no air traffic. The airport development can only proceed with approval of the DCO. Should the DCO not be approved and the development of Manston Airport is not able to proceed, this Airspace Change Proposal (ACP) will be withdrawn. An assumption must be made that the airport consent leads to an introduction of a level of air traffic into the environment for which we must, at the very least, identify a set of minimal safe operational procedures. Therefore, the Do Nothing option is not a feasible option in terms of an airspace change proposal.

1.5.2 Do Minimum Option

The Do Minimum option represents the opening of the airport without any approved procedures or airspace. The minimum requirement would be for the airport details to be promulgated in Part 3 of the UK Aeronautical Information Publication (AIP). Later on in the process, the requirements for updating the AIP will be agreed with the CAA.

The Do Minimum option represents the opening of the airport without any approved procedures or airspace. The minimum requirement would be for the airport details to be promulgated in Part 3 of the UK Aeronautical Information Publication (AIP). Later on in the process, the requirements for updating the AIP will be agreed with the CAA.

³ The Green Book: appraisal and evaluation in central government:
<https://www.gov.uk/government/publications/the-green-book-appraisal-and-evaluation-in-central-government>

When it opens, Manston Airport will have a surveillance capability and will be able to provide aircraft with an Air Traffic Service (ATS). Aircraft operating to or from Manston Airport will be able to receive an ATS appropriate to their flight conditions (IFR⁴ or VFR⁵) in Class G airspace. Manston ATC will also be able to provide an ATS to other air traffic operating in the vicinity of the airport if the aircraft captain requests such a service. There is no obligation for aircraft operating VFR in the vicinity of the airport to talk to ATC or receive an ATS. Basic Service and Traffic Service will be available to flights in Class G airspace operating under both Instrument Flight Rules (IFR) and Visual Flight Rules (VFR), whereas a Deconfliction Service will only be available to flights in Class G airspace operating under IFR. It is anticipated that the majority of commercial air traffic operating from Manston Airport will operate under IFR.

- Departures – aircraft departing IFR from Manston Airport will route direct to their nominated airways joining point. It is likely that the majority of commercial air traffic will route south east towards the Flight Information Region (FIR) boundary via the reporting points KONAN or VABIK with some traffic routing towards DOVER for onwards transit to the south or west. Aircraft departing from Runway 10 are likely to continue straight ahead over Ramsgate to a point over the sea to the east of Ramsgate before commencing direct routing to their airway's entry point. However, this cannot be guaranteed and as long as aircraft achieve a height of 500 ft above aerodrome level before turning, some aircraft may commence their turn whilst over the populated area of Ramsgate. Aircraft departing from Runway 28 will turn either left or right initially to achieve the most direct routing to their airway's entry point. Whilst transiting Class G airspace, aircraft in receipt of a Deconfliction Service may receive deconfliction advice from ATC and be required to alter their track to ensure deconfliction with other air traffic.
- Arrivals – with no published procedures, aircraft arriving at Manston Airport will be required to perform a visual approach. It is likely that the majority of commercial traffic will perform a straight in approach where aircraft will need to be lined up on runway heading from approximately 7-8 nm from the airport in order to carry out the approach to land. This approach will require the aircraft captain to carry out a descent and approach in Visual Meteorological Conditions (VMC). In poor weather conditions, descent to a safe altitude may be carried out under ATC surveillance but the aircraft may not always be able to achieve VMC in order to fly the approach, resulting in either multiple approaches needing to be flown, or a diversion to an airfield with suitable approach aids. Transitions from leaving the airways to a point suitable to carry out a visual approach would be dependent on the route flown towards the airport and where the aircraft is able to leave Controlled Airspace (CAS). For Runway 28 arrivals, these are all likely to be over the sea. For Runway 10 arrivals, these could either be over the sea, north of the extended centreline or overland to the south of the extended centreline.

Forecast aircraft movements as shown in Table 2 below. Year 2 is considered the 'opening year'. The traffic forecast for the Do Minimum option is the same as that assessed by the DCO.

⁴ Instrument Flight Rules (IFR) – Rules and regulations to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments in the flight deck, and navigation is accomplished by reference to electronic signals.

⁵ Visual Flight Rules (VFR) – The set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. Specifically, the weather must be better than the basic weather minima as specified in the rules of the relevant aviation authority. The pilot must be able to operate the aircraft with visual reference to the ground, and by visually avoiding obstructions and other aircraft.

Forecast Aircraft Movements							
	Air Transport Movements	Non-ATM Movements	Total		Air Transport Movements	Non-ATM Movements	Total
Year 1	0	0	0	Year 11	19030	5840	24870
Year 2	5252	5840	11092	Year 12	19733	5840	25573
Year 3	10736	5840	16576	Year 13	20464	5840	26304
Year 4	14724	5840	20564	Year 14	21224	5840	27064
Year 5	15000	5840	20840	Year 15	22015	5840	27855
Year 6	16846	5840	22686	Year 16	22837	5840	28677
Year 7	17626	5840	23466	Year 17	23693	5840	29533
Year 8	17938	5840	23778	Year 18	24582	5840	30422
Year 9	18146	5840	23986	Year 19	25507	5840	31347
Year 10	18354	5840	24194	Year 20	26469	5840	32309

Table 2 - Forecast Aircraft Movements

The aircraft forecast predicts a gradual increase in aircraft movements between Year 2 and Year 20. Over this period there will also be changes in aircraft types, with airlines phasing out older aircraft. The forecast assumes that total aircraft traffic will grow from approximately 33 Air Transport Movements (ATMs) for a typical busy day in Year 2 to 79 ATMs per typical busy 24-hour day in Year 20. These figures are considered the maximum number of movements for a typical busy day with fewer daily movements during less busy periods.

An Air Transport Movement (ATM) includes all landings and take-offs of commercial flights related to the transport of passengers and freight. There will also be an average of approximately 16 non-ATMs per 24-hour day in all years including general aviation and training flights.

During a busy typical day in Year 20, Manston Airport is forecast to handle approximately 72 aircraft movements during the daytime period (between 07:00 to 23:00) and an average of 7 aircraft movements during the night-time period (between 23:00 and 07:00).

An updated and more detailed traffic forecast will be provided to support Stage 3 activities, including the Full Options Appraisal and Consultation preparation.

2. Options Development

2.1 Step 2A – Options Development

Stage 2, Step 2A in the process concerns the development of a potential long list of procedure design options that seek to meet the original Statement of Need and are aligned with the Design Principles shown above. A comprehensive list of design options for Manston Airport was developed initially and subsequently refined, through stakeholder input, to produce a long list of options. Copies of the documents used for stakeholder engagement can be found on the CAA portal alongside this document. A full list of those contacted is included in Appendix A1.

2.2 Airspace Considerations

The comprehensive list of options allowed for aircraft arriving at and departing from Manston Airport in any direction. This list was not constrained and considered every option, even if not apparently feasible or desirable. In order for all the design options to be compliant with constraints **C1** (Instrument Flight Procedures must be safe) and **C3** (Integration with FASI-S), the first engagement was limited to Air Navigation Service Providers (ANSP) and FASI-S co-sponsors in order to identify any areas where the comprehensive list of options could interact with their operations, including airspace and procedures. The Options Development document was sent to stakeholders via e-mail on 14th April 2020, with a deadline date for responses of 24th April 2020. A reminder of the deadline was sent on 21st April 2020.

2.2.1 Summary of Stakeholder Feedback

NATS provided a comprehensive response detailing a number of considerations for the Manston procedure design. NATS stated that it is important to consider the overarching Air Traffic Services (ATS) route structure in the area with indicative arrows to show the direction of traffic. Due to the incorporation of the UK route network into the wider European route network, NATS considered that these flows would not change in their orientation through the FASI-S programme of changes.



Figure 1 – En-Route Airways Network Flow

Image Landsat / Copernicus © 2020 Google.

Additionally, whilst the airspace designs for LAMP are still being developed in conjunction with the FASI-S airports, there is unlikely to be a significant change to the utilisation of the airspace. This is mainly driven by the fact that the airspace further to the west of Manston is predominantly used for traffic arriving at and departing from other London Terminal Manoeuvring Area (TMA) airports. The existing airspace structure above the Manston area is predominantly utilised by arrival routes to London City, Biggin Hill and Southend airports. These procedures were only introduced in 2016 and are a relatively modern part of the airspace system, so are unlikely to change. NATS also highlighted that routes would need to consider the activation of Danger Area D138 to the northwest.

Comments were also received from other stakeholders for consideration:

- Gatwick Airport – requested no changes that would inhibit the free flow of departing traffic and that their aim would be to facilitate Continuous Climb operations. To that end, Manston departures in the sector 180° to 315° would need careful consideration.
- London Biggin Hill Airport – westerly departures from Manston Airport may conflict with east bound departures from Biggin Hill
- Southend Airport – key areas of concern geographically are in the vicinity of Shoeburyness, Isle of Sheppey and Isle of Grain (west northwest of Manston).
- MOD – acknowledged consideration of the Shoeburyness Danger Area D138.

2.2.2 Conclusions from Stakeholder Feedback (Airspace Considerations)

In broad terms, NATS considered that any options for aircraft departing Manston Airport between a northwest and southwest direction would be difficult to incorporate into the network due to the interactions with the arrival procedures described above plus the flow of opposite direction traffic departing from the London TMA. Other stakeholders commented that any departures to the west of Manston Airport should not conflict with their own departures from the London TMA and the ability of departing aircraft to conduct continuous climb operations.

2.3 Design Envelopes

Feedback from the ANSP responses identified areas where the comprehensive list of options could interact with their operations, including airspace and procedures. The comprehensive list of options, plus the areas identified by the ANSPs where the options would conflict with their procedures, was shared with those stakeholders and representative bodies that contributed to the development of the Design Principles in Stage 1. These included a wide range of organisations and groups from airlines and the wider aviation industry, regional and local councils and public officials and national and regional conservation and environmental organisations. Stakeholders were asked at this stage to comment on the areas, or envelopes, where they consider that the route designs should, or should not, be.

The Options Development Part 2 document was sent to stakeholders via e-mail on 5th May 2020, with a deadline date for responses of 22nd May 2020. A reminder of the deadline was sent on 12th May 2020. On 21st May 2020, an e-mail was sent to stakeholders informing them that the deadline for responses had been extended until 19th June 2020. A reminder of this deadline was sent on 15th June 2020.

2.3.1 Summary of Stakeholder Feedback (Design Envelopes)

The responses from stakeholders on the comprehensive list of design options generally fell under a number of key themes, specifically:

- Routes over the sea – it was suggested that for Runway 28 departures, all options should turn right as soon as possible after take-off so that all routes should be over the sea. Departures from Runway 10 should extend straight out on runway heading to minimise the noise impact.
- Avoid urban/densely populated areas – specifically the towns of Deal, Sandwich, Ramsgate, Broadstairs, Margate, Westgate-on-Sea, Herne Bay and the City of Canterbury.
- Avoid sensitive areas – avoid overflying schools, care institutions, the Thanet Coast and Sandwich Bay Special Protection Area (SPA), Pegwell Bay Site of Special Scientific Interest (SSSI), Goodwin Sands, Stodmarsh Nature Reserve and Fordwich Conservation Area.

- Minimise the number of people affected by aircraft noise – in addition to avoiding urban and densely populated areas, overflight of all towns and villages in the area should be avoided, where possible. Left hand departures from Runway 28 should be avoided unless there are network requirements to do so.
- Avoid overflight of areas of tranquillity – flight paths across the Kent Downs Area of Outstanding Natural Beauty (AONB) should be avoided as far as possible.

The feedback from stakeholders on the comprehensive list of design options can be summed up by the response from Kent County Council:

The geographical location of Manston Airport provides real, opportunities for routes to be designed over the sea. This would avoid flying over both urban and sensitive areas. 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.

In addition to those comments summarised above, the following points were also received:

- All overland options could conflict with glider operations from Waldershare Park. Gliders currently operate up to 7,000 ft within a 15-mile radius of the field.
- Both Ramsgate Town Council and the Aviation Environment Federation (AEF) stated that overflight of Ramsgate is not acceptable.
- Natural England reiterated their view that the arrival and departure routes should not be altered from those that were assessed during the DCO examination, otherwise the conclusions reached would be invalidated.

2.3.2 Conclusion of Stakeholder Feedback (Design Envelopes)

Figure 2 below shows those areas around Manston Airport that stakeholders considered should be avoided wherever possible.



Figure 2 – Areas for Consideration to Avoid

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When taking into account these areas to avoid, Figure 3 below shows the possible corridors that could be used for departure routes that would minimise the disruption due to noise. However, as previously stated in paragraph 2.2.2, Runway 28 departures on the western track would be difficult to incorporate into the network due to the flow of opposite direction traffic departing from the London TMA, hence this option was not considered viable for departure routes.

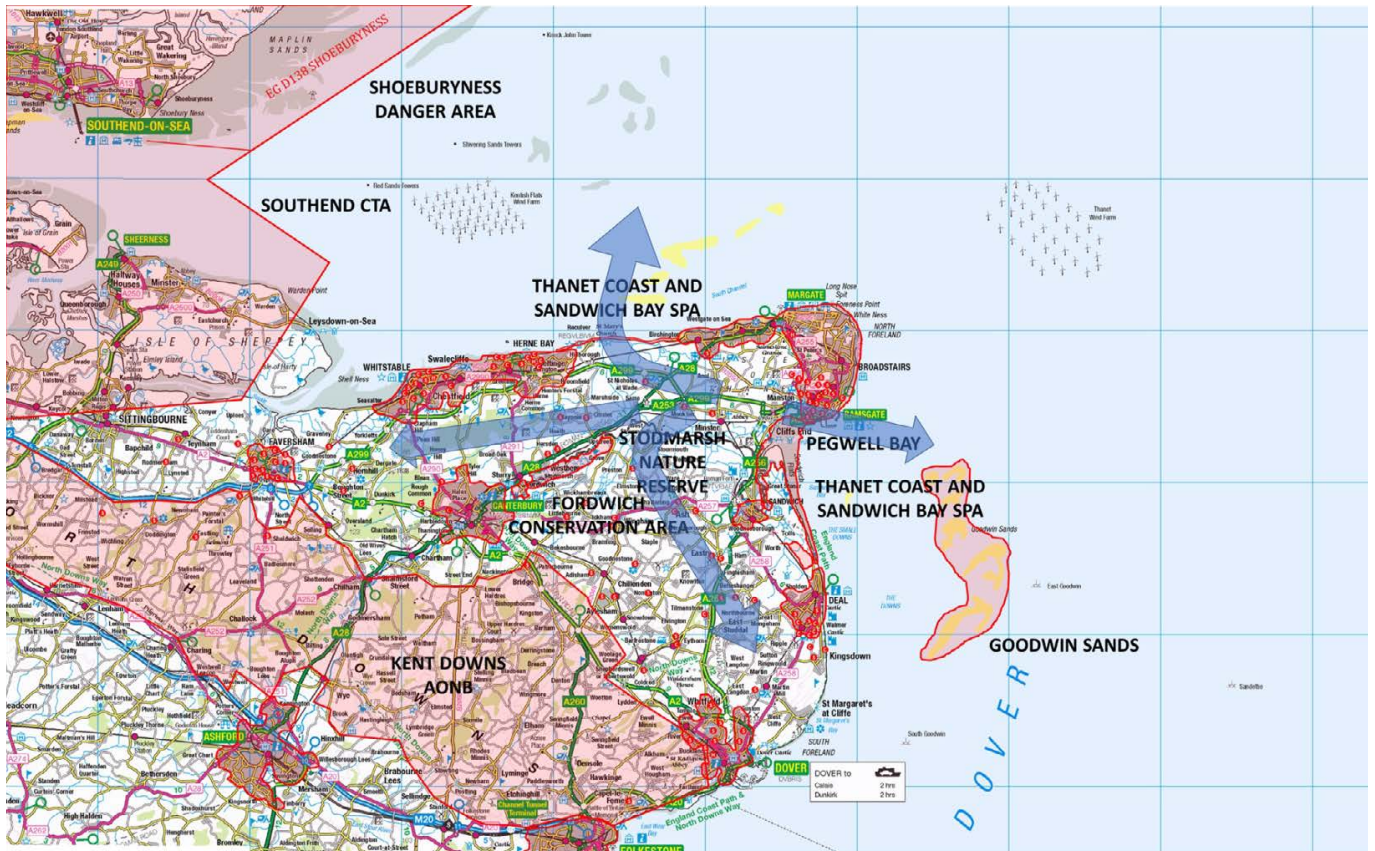


Figure 3 – Departure Route Directions

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Arrival routes, specifically for Runway 10, would also need to take into account those areas highlighted by stakeholders as being areas to avoid, where possible.

2.4 Design Options

Following stakeholder input to the design envelopes and taking the feedback into account, a series of route options were developed for each of the required procedures. These route options were again shared with the same stakeholders who were invited to contribute to the previous step to check that we had properly understood and accounted for stakeholder concerns specifically related to the design options and that we had accurately reflected their feedback. It was stressed that the options shared were not the final designs but had been developed based on information provided by all stakeholders. Stakeholders were asked to provide their input to help further develop the designs to form the shortlist that would be taken forward to the next stage of the process.

Stakeholders were asked to provide their views which could include, but was not limited to:

- Their route preference, where more than one option was given.
- Any suggested amendments to any of the designs shown.
- Any alternative ideas to those offered.
- Any options that they felt should not be taken forward, with reasons why.

The Options Development Part 3 document was sent to stakeholders via e-mail on 1st July 2020, with a deadline date for responses of 14th August 2020. Reminders of the deadline were sent on 21st July 2020 and 5th August 2020.

Stakeholders were also invited to attend an online workshop where they had the opportunity to discuss the options that had been presented, or to ask questions about why the routes had been planned as they were. These workshops were conducted on 14th July 2020 for aviation stakeholders and in the afternoon and evening of 15th July 2020 for non-aviation stakeholders.

Appendices A2 to A7 includes the images of all the procedure options that were developed at this step and shared with stakeholders. Each of the flight procedures is shown against the backdrop of an Ordnance Survey roadmap. The overland portions of the options were shown against a backdrop of Ordnance Survey Landranger maps for greater detail in the documents provided to stakeholders during stakeholder engagement. Appendix A8 shows the locations of the NDB Hold options, against the backdrop of an Ordnance Survey Landranger map. Feedback from stakeholders during the Design Envelopes engagement had stated that options should avoid areas sensitive to noise. As a result of this feedback, a fourth option, to the south east of the airport, was considered, but discounted due to it being located above the Sandwich and Pegwell Bay Natural Nature Reserve, a site of international importance, providing a vital refuge for many species of wildfowl and waders. The documents provided to stakeholders can be found alongside this document on the CAA airspace portal.

2.4.1 Summary of Stakeholder Feedback

• Runway 28 Departure Routes to the South (Left-Hand Turn)

There was opposition from community representatives to the southern departure routes due to the negative impacts they would cause. The impact of noise was the main focus in an area with a large number of isolated rural communities with good local tranquillity. Exposure of residents and wildlife to other environmental pollution and the effect on other airspace users was also a cause for opposition to these routes. These routes should only be considered if there were network requirements to route south after take-off.

The eastern option was preferred due to the shorter distance which would result in the lowest exposure to noise and pollution.

NATS considered this to be a feasible, but high workload option with the potential for heavy interactions above 7,000 ft. Traffic may need to remain at approximately 7,000 ft for an extended overland portion to the west of Dover to remain below traffic arriving at other London airports.

• Runway 28 Departure Routes to the North (Right-Hand Turn)

There was strong support from all community representatives for departures making a right-hand turn after take-off to cross the coast in a less populated area as soon as possible. Routes should then head eastwards to remain over the sea, routing around and away from the Thanet coast before routing as required. This would increase the distance flown, therefore increasing fuel burn and emissions, but would affect less residents and areas and the aim should be to minimise the number of people affected by noise. The preferred route was the eastern option which was over a sparsely populated area and further from the village of St Nicholas-at-Wade.

NATS considered this to be the lower workload option from a network perspective, although careful consideration would be required in relation to the arrival routes to other London airports. It was also considered that this option had the potential to make some common routing with the Runway 10 departure routes, which would ease Air Traffic Control (ATC) workload.

• Runway 10 Departure Routes

Ramsgate Town Council reiterated its request to avoid wherever possible landings and take-offs to the south of the airport and therefore avoid overflying Ramsgate, adding that it should be possible to separate landings and take-offs in time such that normally both can take place to and from the northerly direction.

Procedurally, the airport will require Instrument Flight Procedures that allow both departures and arrival from an easterly direction. However, RSP have always stated that operationally, procedures will be implemented whenever possible to reduce the impact of noise to the east of the airport. When prevailing weather conditions permit, the airport will operate a noise preferential runway system where inbound aircraft will utilise one runway whilst outbound aircraft will use the opposite runway direction.

Other community representatives acknowledged that whilst overflying Ramsgate was inevitable, measures should be implemented that minimise the overall impact on the town. One stakeholder requested that routes over the sea avoid the Marine Conservation Zone at Goodwin Sands area due to the seal population.

Although less of a concern, NATS feedback indicated that departure routes from Runway 10 would still need to consider the arrival procedures to London City, Biggin Hill and Southend airports, with aircraft possibly having to remain at approximately 7,000 ft for an extended overland portion to the west of Dover to remain below these routes. There was the potential to extend the routes to the south to avoid the Dover area and joining the westbound flow in the SANDY/LYDD area to avoid outbound aircraft from the TMA. Extending the routes to the east after take-off and aligning with the Runway 28 departure routes would ease ATC workload.

• Transition Procedures

There were no issues generally with the Runway 28 Transition procedures, assuming the procedures remain to the east of the arrival routes for the other London airports.

The Runway 10 Transition procedure routing to the north of Manston was considered a good option as it maximised flights over the sea and had the potential to fit in to the flow of existing arrival procedures so would not restrict other airport's operations.

The Runway 10 Transition routes from the south overfly the Kent Downs AONB and aircraft descending over this area will impact on the area's tranquillity. Of the routes presented, the western option was preferred as it would result in a shorter section of the AONB being overflowed.

These routes also have the potential to impact on glider operations in the area. Routing further west, where the base of the TMA is lower, would be a preferred option for the gliding community.

Aviation stakeholders expressed concern that the ability to descend aircraft from the en-route network to the Initial Approach Fix (IAF) for the approach would conflict with aircraft performing continuous climbs out of the London TMA. NATS stated that this would be a difficult option to integrate due to this conflict, but the option was feasible when traffic density was low.

• Runway 28 Approach Procedures

Ramsgate Town Council reiterated its request to avoid wherever possible landings and take-offs to the south of the airport and therefore avoid overflying Ramsgate, adding that it should be possible to separate landings and take-offs in time such that normally both can take place to and from the northerly direction.

Procedurally, the airport will require Instrument Flight Procedures that allow both departures and arrival from an easterly direction. However, RSP have always stated that operationally, procedures will be implemented whenever possible to reduce the impact of noise to the east of the airport. When prevailing wind conditions permit, the airport will operate a noise preferential runway system where inbound aircraft will utilise one runway whilst outbound aircraft will use the opposite runway direction. The flight paths for aircraft approaching the airport from the east to land are constrained by the horizontal and vertical requirements in relation to the position of the runway.

The impacts of the Missed Approach Procedure (MAP) routing are minimised wherever possible and affect the fewest people possible. Maximum use is made of flight paths and holding areas over the sea. Of the options presented, the eastern route to the north was preferred as it was furthest from the village of St Nicholas-at-Wade and would affect the least number of residents.

• Runway 10 Approach Procedures

Stakeholders expressed concern that the approach path would take aircraft directly over Herne Bay. The flight paths for aircraft approaching the airport from the west to land are constrained by the horizontal and vertical requirements in relation to the position of the runway.

Aviation stakeholders stated that there was a possible conflict with General Aviation (GA) aircraft in the vicinity of Herne Bay, although this could be mitigated by stipulating a minimum height of 2,500 ft to join the procedure to prevent early descents. Southend Airport preferred the 2,500 ft approach procedure as this would give a greater buffer to Southend Control Areas (CTA).

It was requested that the MAP remain fixed to the principle of flight paths staying over the water for as long as possible and that routes over the land should be for the minimum time possible.

The Hold position located to the north of the approach path was close to both the Southend CTAs and Shoeburyness Danger Area D138. The position would also be restrictive to GA aircraft transiting across the Thames Estuary that are already constricted by the CTAs, the Danger Area and the London Array wind farm Transponder Mandatory Zone (TMZ).

The Hold position to the south of the approach path caused concern to community representatives due to the potential impact on the rural communities close to Faversham. It would also impact the tranquillity of the Kent Downs AONB, particularly as the routes are over some of the most rural and remote parts of the designated landscape where background noise is extremely low.

The Hold is also positioned overhead Challock Airfield, which would impact gliding activities on and around the airfield. This area is used extensively to launch Glider Tow plane combinations and for spin and aerobatic training.

• NDB Hold

The NDB Hold, which could be introduced purely for light aircraft use, should be the southwest option to avoid overflying the urban settlements of Birchington, Broadstairs and Ramsgate.

• Regulated Airspace

The only responses relating to the implementation of Regulated Airspace were received from members of the NATMAC; one welcomed the approach to a limited volume of airspace, whilst the other stated that they would support the establishment of a segregated route structure which afforded CAS protection to aircraft.

RSP considers that due to anticipated traffic levels at the airport during the initial years of operation, there is no justification at this point for Controlled Airspace to be established around the airport. The establishment of an Aerodrome Traffic Zone (ATZ) would be required to protect aircraft at the critical stages of flight when departing, arriving and flying in the vicinity of the aerodrome.

2.5 FASI-S and Masterplan Coordination

2.5.1 FASI-S

FASI-S is the combined programme of airspace changes to the legacy air traffic route structures in the southern part of the UK. FASI-S is comprised of several change sponsors including NATS En Route Limited (NERL), the UK’s en route Air Navigation Service Provider (ANSP). NERL is responsible for airspace change to the en route network above 7,000ft; these are aimed at creating additional capacity to support growth and reducing airspace inefficiencies. FASI-S also includes changes led by a number of airports in the south of England. These changes are focussed on the designs of local arrival and departure routes below 7,000 ft to include the better management of noise impact and reduction of environmental impacts.

The change sponsors within the FASI-S programme are currently leading their own ACPs which often focus on similar geographical areas of airspace. It is therefore imperative that we continue to work together to develop airspace design options and manage engagement with stakeholders in a joined-up approach. RSP has been working closely with Southend Airport, London City Airport, Biggin Hill Airport and NERL, alongside numerous other stakeholders to ensure that designs are progressed with other potential airspace changes in mind; allowing potential conflicts and enablers to be identified.

In addition to the options development step described above, bilateral meetings were conducted with the relevant FASI-S sponsors to discuss the coordination of the design options for Manston Airport with the proposals for each of the sponsors. As the industry began its recovery from the Covid-19 pandemic, and FASI-S sponsors restarted work on their relevant ACPs, further meetings have taken place regarding the wider programme. Manston Airport attended the Southend Airport Stage 2 Technical Stakeholder Workshop, on Friday, 8th April 2022, to discuss the Southend Airport options and interactions with the Manston Airport design options. In addition, several workshops and meetings with NERL and ACOG have been held to discuss the interactions with the wider programme. Details of these meetings are included below:

Date	Organiser	Meeting Aim
16 Sep 2021	ACOG	Masterplan Development
22 Sep 2021	ACOG	LTMA Deployment Programme Coordination Meeting
8 Oct 2021	ACOG	Stage 2 Gateway & Masterplan Development
14 Dec 2021	ACOG	LTMA Deployment Programme Coordination Meeting
4 Feb 2022	ACOG	LTMA Deployment Programme Coordination Meeting
17 Feb 2022	NERL	NERL/Manston Engagement – Network Development
15 Mar 2022	NERL	NERL/Manston Engagement – Network Update
3 May 2022	ACOG	LTMA Deployment Programme Coordination Meeting
6 May 2022	NERL	NERL/Manston Engagement – Design Workshop

Table 3 - FASI-S Programme Coordination Meetings

2.5.2 Masterplan

Commissioned by the DfT and the CAA, who are the co-sponsors of the Airspace Modernisation Strategy (AMS), the Airspace Change Masterplan will be a high-level co-ordinated implementation plan that identifies which individual, but interdependent, airspace design changes need to be developed to deliver the range of benefits that airspace modernisation will bring. The Masterplan is strategically important for coordinating the delivery of two of the key initiatives under the AMS, one of which is the coordination of design changes in the south of the UK (FASI-S). In line with these points, RSP have been coordinating their proposal alongside Southend Airport, London City Airport, Biggin Hill Airport and NERL, due to the potential interdependencies that exist. This has enabled potential conflicts to be identified early on and appropriate design decisions to be made.

RSP has been working closely with the Airspace Change Organising Group (ACOG) throughout its Stage 2 work to ensure it is aligned with the wider FASI-S programme. RSP, as the change sponsor for the Manston Airport ACP, is fully supportive and aligned with ACOG's initial Masterplan and has also supported the recently approved Iteration 2 of the Masterplan. This specifically focuses on interdependencies between independent ACPs where design conflicts or enablers could arise.

The Masterplan has identified the possibility that design conflicts or enablers may arise between the Manston Airport and Southend Airport ACPs in an area to the north west of Manston Airport. There may however be viable options in both ACPs that mitigate any conflicts; RSP will continue to work with NERL and Southend Airport to ensure that satisfactory solutions to any conflicts are progressed.

2.5.3 NATS

The information provided by NATS concerned the flow of inbound and outbound traffic into the London TMA in the airspace around Manston Airport, and how this general flow was unlikely to change as a result of the network changes. Specifically, NATS highlighted the use of the existing airspace structure above the Manston area for arrivals to London City, Biggin Hill and Southend Airports and that these routes were a relatively modern part of the airspace system and would be unlikely to change. The Manston procedure design options are based on avoiding restrictions on the ability of arrivals traffic at these other airports to conduct continuous descent operations.

Further discussions with NATS extended the design options to understand how the Manston procedures would integrate with the network above 7,000 ft. Coordination with NATS will continue as the project progresses, with the possibility of making adjustments to the routes, primarily above 7,000 ft, to improve network integration.

2.5.4 Southend Airport

The main area of concern for Southend Airport was the consideration of the Southend arrivals procedures that route from holds in the vicinity of Dover to the east of Manston. Any routes that would restrict the ability of Southend arrivals traffic to perform a continuous descent would be an issue, and therefore the options for Manston Airport have been designed to remain below these routes until laterally separated to the east. Southend Airport also commented on the proximity of some of the procedures to Southend CTAs (including the proposed CTA extension that is currently under consideration), stating that there was scope to adjust the procedures. The proposed Southend CTA extension has received due consideration in our initial options appraisal and safety assessments to date.

It was considered that there would be no requirement for a coordinated consultation exercise based on the likely location of any overland routes below 7,000 ft as there is unlikely to be any overlap in Southend and Manston planned routes overland.

2.5.5 London City Airport

The main area of concern for London City Airport was the possible interactions with arrival and departure routes and the conflicts that may occur. London City's current procedures are working well and are unlikely to change substantially as part of their FASI-S Airspace Change Proposal. London City arrivals route through JACKO in the north and OKVAP/GODLU in the south and then via the Point Merge. Any routes that would restrict the ability of arrivals traffic to perform a continuous descent would be an issue, and for this reason, the design options for Manston Airport remain below these routes until laterally separated. The aspiration for London City is to hold aircraft higher for longer on arrival, which will further deconflict from Manston departures. London City felt that there was unlikely to be any conflict with London City departure routes due to the location of each airport and the departure routes utilised by London City.

At this stage, it was unlikely that there would be a requirement for a coordinated consultation exercise based on the locations of each airport's overland routes with no interactions anticipated below 7,000 ft.

2.5.6 Biggin Hill Airport

The main areas of concern for Biggin Hill Airport were any interactions with arrivals traffic via the Point Merge and any restrictions on the ability of Biggin Hill departures to conduct continuous climb operations. The Manston options have been designed to avoid restricting the ability of Biggin Hill arrivals traffic to conduct continuous descent operations and to remain below these routes until laterally separated. Biggin Hill departures to the east via DET are predicted to remain able to perform continuous climb operations without being constrained by Manston arrivals descending from the west.

2.6 Regulatory Guidance

2.6.1 CAP 778 – Policy and Guidance for the Design and Operation of Departure Procedures in UK Airspace

CAP 778 is the CAA's Policy and Guidance for the Design and Operation of Departure Procedures in UK Airspace. The criteria by which Standard Instrument Departures (SIDs) are designed are set out in the ICAO PANS-OPS 8168 document. However, to better reflect current aircraft performance and to satisfy specific UK operational and environmental circumstances, additional criteria for use in UK procedure design are considered necessary. CAP 778 sets out these additional national requirements.

ICAO uses the term 'Standard Departure Routes' (SDRs) to refer to IFR departure routes in general. Certain UK aerodromes use either this term or 'Preferred Departure Route' or 'Planned Departure Route' to define IFR departure procedures that leave, or remain outside, CAS and have no direct connectivity to the en-route ATS system. However, misinterpretation of each of these terms and inconsistency in their application has led to confusion as to the purpose and application of such procedures. Therefore, it is the CAA's intention to progressively remove all references to these terms in order to remove such confusion.

Within the UK, the term Standard Instrument Departure (SID) is the sole term to be used in the context of routes providing designated IFR departure procedures that remain wholly within CAS and permit direct connectivity with the en-route ATS system. It is a UK requirement that all SIDs must be wholly contained within CAS.

An omnidirectional departure is a method of providing an obstacle-cleared instrument departure procedure at aerodromes outside CAS. An omnidirectional departure procedure is designed on the basis that an aircraft maintains runway direction to a minimum height of 500 ft above aerodrome level before commencing a turn. On reaching the specified height to ensure obstacle clearance, a turn in any direction may be made to join the en-route phase of flight.

2.6.2 SARG Policy Statement – Controlled Airspace Containment Policy

CAP 778 contains the UK policy for the design of departure procedures in the UK. The Controlled Airspace Containment Policy covers the requirements for airspace design and the containment of SIDs.

Current UK policy is that a SID provides a specified Instrument Flight Rules (IFR) departure procedure that remains wholly within CAS and permits connectivity with the en-route Air Traffic Service (ATS) route system. For this reason, a SID must originate at an aerodrome that is also within CAS.

The Controlled Airspace Containment Policy also covers the requirements for Standard Arrival Routes (STARs), which are deemed to incorporate RNAV Transitions to Final Approach procedures. An RNAV Transitions to Final Approach procedure is the UK terminology to describe the RNAV initial approach segment from an RNAV Hold Fix to the Final Approach Fix which includes both lateral and vertical guidance and is designed in accordance with PANS-OPS 8168. The Containment Policy states that these procedures should also be contained in CAS.

2.6.3 Manston Airport Departure Procedures

Throughout this process, our interpretation of the policy and guidance has led us to believe that the introduction of SIDs at an airport outside of CAS would be possible on the assumption that it would be supported by a robust safety case. However, following discussion with the CAA, we have received further guidance on the application of the policy and it has been made clear that an application for SIDs at an aerodrome outside of CAS would go against current policy. In addition, the CAA is in the process of developing new and emerging policy that provides more clarity on the requirements for departure procedures.

Whilst Manston Airport could propose to introduce SIDs at an aerodrome outside CAS, it would need to provide the rationale as to how it falls within current policy or robust justification as to why it could be introduced in contravention of policy.

Since Manston Airport has no intention of introducing CAS as part of this ACP, the alternative to introducing SIDs would be promulgate omnidirectional departures for IFR departing aircraft in Class G airspace. The purpose of an omnidirectional departure is to ensure obstacle clearance for IFR departing aircraft where there are obstacles in the vicinity of an aerodrome which could affect IFR departures. An omnidirectional departure procedure is designed on the basis that an aircraft maintains runway direction to a minimum height of 500 ft above aerodrome level before commencing a turn, at which point a turn in any direction may be made to join the en-route phase of flight. This has not previously been considered as a viable option as we did not believe an omnidirectional departure could be designed such that the routes aircraft flew conformed to the conclusions reached as part of the Stage 2 engagement activities or any restrictions that may be imposed by the DCO.

However, further discussions with the IFP Regulator at the CAA, and clarity on the design of omnidirectional departures means that these may be an option for IFR departure procedures.

Although further IFP development work will be required at the next Stage of the process, the omnidirectional departures could be designed to behave in a similar way to the departure procedure options shared with stakeholders during the development of the design options.

To that end, Manston Airport is looking to introduce an Instrument Departure procedure that would have the same impact as the route options presented during stakeholder engagement. The actual type of procedure will be defined at a later stage of the CAP 1616 process.

2.6.4 Manston Airport Transition Procedures

Throughout this process, our interpretation of the policy and guidance has led us to believe that the introduction of Transition procedures at an airport outside of CAS would be possible on the assumption that it would be supported by a robust safety case. The CAA is in the process of developing new and emerging policy that provides more clarity on the requirements for Transition procedures; this is likely to remove the possibility of introducing these procedures outside CAS.

Whilst Manston Airport could propose to introduce Transition procedures at an aerodrome outside CAS, it would need to provide the rationale as to how it falls within current policy or robust justification as to why it could be introduced in contravention of policy.

Since Manston Airport has no intention of introducing CAS as part of this ACP, the alternative option would be to not introduce formal procedures and tactically manage arriving traffic through ATC vectoring.

Further development of the procedure with regard to interactions with the ATS routes, design requirements for STAR procedures and ATS management and responsibilities will be conducted further in the process to ensure procedures comply with the relevant technical criteria and to determine whether introduction of Transition procedures is a viable option.

2.7 Design Options

Despite the time elapsed since the formal Stage 2 engagement activities were conducted, Manton Airport considers that the information received from stakeholders, and actions taken, are still relevant since the situation in the local area has not changed since the engagement was undertaken. The concerns, particularly for local, non-aviation stakeholders, are still relevant and have been considered in developing this submission. Stakeholders will be informed of the current progress of this ACP, signposting them to the information uploaded to the airspace change portal.

Following the stakeholder engagement, the long list of possible options were all assessed to meet the high level criteria developed from the Design Principles and were carried forward to Design Principle Evaluation. The publication of the Design Principle Evaluation along with this Options Development document onto the CAA airspace portal completed Step 2A.

A1 Stakeholders Contacted – Stage 2

A1.1 Aviation Stakeholder Matrix

The following tables represent the key aviation stakeholders identified by Manston Airport as potentially being affected by the proposal. We engaged with all of these stakeholders during the development of the design options.

A1.1.1 Air Cargo Operators

We have engaged with freight airline operators who have the potential to operate from Manston Airport.

Air Cargo Operators	
Cargolux	Coyne Air
Magma Aviation	Network Airline
FedEx	Sound Moves

Table 4 - Air Cargo Operators

A1.1.2 Local Aerodrome and Aviation Organisations

We have engaged with the following local airports, airfields and aviation organisations:

Local Aerodromes	
Air Ambulance Kent Surrey Sussex	Channel Gliding Club
Gatwick Airport	Kent Gliding Club
London Biggin Hill Airport	London City Airport
Lydd Airport	Maypole Airfield
Rochester Airport	Southend Airport

Table 5 - Local Aerodrome and Aviation Organisations

A1.1.3 Air Navigation Service Providers

We have engaged with the following ANSPs:

ANSP	
ANS (Gatwick)	NATS
NATS (London City)	Southend ATC

Table 6 - Air Navigation Service Providers

A1.1.4 National Aviation Organisations

We have engaged with the following National Aviation Organisations through members of the National Air Traffic Management Advisory Committee (NATMAC):

National Aviation Organisations	
Airlines UK	Airport Operators Association
Airspace4All	Airfield Operators Group
Aircraft Owners and Pilots Association	Association of Remotely Piloted Aircraft Systems
Aviation Environment Federation	British Airways
British Airline Pilots' Association	British Balloon and Airship Club
British Business & General Aviation Association	British Gliding Association
British Hang Gliding and Paragliding Association	British Helicopter Association
British Microlight Aircraft Association	British Model Flying Association
British Parachute Association	General Aviation Alliance
General Aviation Safety Council	Guild of Air Traffic Control Officers
Honourable Company of Air Pilots	Helicopter Club of Great Britain
Heavy Airlines (Virgin Airlines)	Light Aircraft Association
Low Fares Airlines	Military Aviation Authority
MoD Defence Airspace & Air Traffic Management	NATS
Navy Command HQ	PPL/IR
UK Airprox Board	UK Flight Safety Committee
BAE Systems	Isle of Man CAA

Table 7 - National Air Traffic Management Committee

A1.2 Non-Aviation Stakeholder Matrix

The following tables represents the key non-aviation stakeholders identified by Manston Airport as potentially being affected by the proposal. We engaged with all of these stakeholders during the development of the design options.

A1.2.1 Elected Local Representatives

We have engaged with the following Members of Parliament:

Member of Parliament	Constituency
Damian Green	Ashford
Rosie Duffield	Canterbury
Charlie Elphicke	Dover
Natalie Elphicke	Dover
Helen Whately	Faversham and Mid-Kent
Damian Collins	Folkestone and Hythe
Sir Roger Gale	North Thanet
Gordon Henderson	Sittingbourne and Sheppey
Craig Mackinlay	South Thanet

Table 8 - Members of Parliament

A1.2.2 Local Authorities

We have engaged with the following Local Authorities:

Local Authorities	
Kent County Council	Dover District Council
Folkestone and Hythe District Council	Ashford Borough Council
Swale Borough Council	Thanet District Council
Canterbury City Council	

Table 9 - Local Authorities

A1.2.3 Town and Parish Councils

We are engaging with the following Local Authorities:

Town and Parish Councils	
Acol Parish Council	Acrise Parish Council
Adisham Parish Council	Alkham Parish Council
Ash Parish Council	Aylesham Parish Council
Barham Parish Council	Bekesbourne-with-Patrixbourne Parish Council
Birchington Parish Council	Bishopsbourne Parish Council
Blean Parish Council	Boughton under Blean Parish Council
Bridge Parish Council	Broadstairs & St Peters Town Council
Brook Parish Council	Cape-le-Ferne Parish Council
Chartham Parish Council	Chestfield Parish Council
Chilham Parish Council	Chislet Parish Council
Cliffsend Parish Council	Crundale Parish Council
Deal Town Council	Denton with Wootton Parish Council
Dover Town Council	Dunkirk Parish Council
Eastry Parish Council	Elham Parish Council
Elmsted Parish Council	Eythorne Parish Council
Folkestone Town Council	Fordwich Town Council
Godmersham Parish Council	Goodnestone Parish Council
Graveney with Goodnestone Parish Council	Guston Parish Council
Hackington Parish Council	Harbledown & Rough Common Parish Council
Hawkinge Town Council	Herne & Broomfield Parish Council
Hernhill Parish Council	Hersden Parish Council
Hoath Parish Council	Hougham Without Parish Council
Hythe Town Council	Ickham & Well Parish Council

Town and Parish Councils (continued)

Kingston Parish Council	Langdon Parish Council
Leysdown Parish Council	Littlebourne Parish Council
Lower Hardres & Nackington Parish Council	Lydden Parish Council
Lyminge Parish Council	Manston Parish Council
Minster Parish Council	Monkton Parish Council
Nonington Parish Council	Northbourne Parish Council
Paddlesworth Parish Council	Petham Parish Council
Preston Parish Council	Ramsgate Town Council
Ringwould & Kingsdown Parish Council	Ripple Parish Council
River Parish Council	Sandwich Town Council
Sarre Parish Council	Sheperdswell and Coldred Parish Council
Sholden Parish Council	St Nicholas-at-Wade with Sarre Parish Council
St. Margaret's at Cliffe Parish Council	Staple Parish Council
Stelling Minnis Parish Council	Stourmouth Parish Council
Sturry Parish Council	Sutton by Dover Parish Council
Swingfield Parish Council	Temple Ewell Parish Council
Thanington Parish Council	Tilmanstone Parish Council
Upper Hardres Parish Council	Walmer Parish Council
Waltham Parish Council	Westbere Parish Council
Westgate-on-Sea Town Council	Whitfield Parish Council
Wickhambreaux Parish Council	Wingham Parish Council
Womenswold Parish Council	Woodnesborough Parish Council
Worth Parish Council	Westwell Parish Council

Table 10 - Town and Parish Councils

A1.2.4 Conservation and Environmental Organisations

We have engaged with the following conservation and environmental organisations:

Conservation and Environmental Organisations	
CPRE Kent	Elmley Nature Reserve
Kent Downs AONB	National Trust
Natural England	Woodland Trust

Table 11 - Conservation and Environmental Organisations

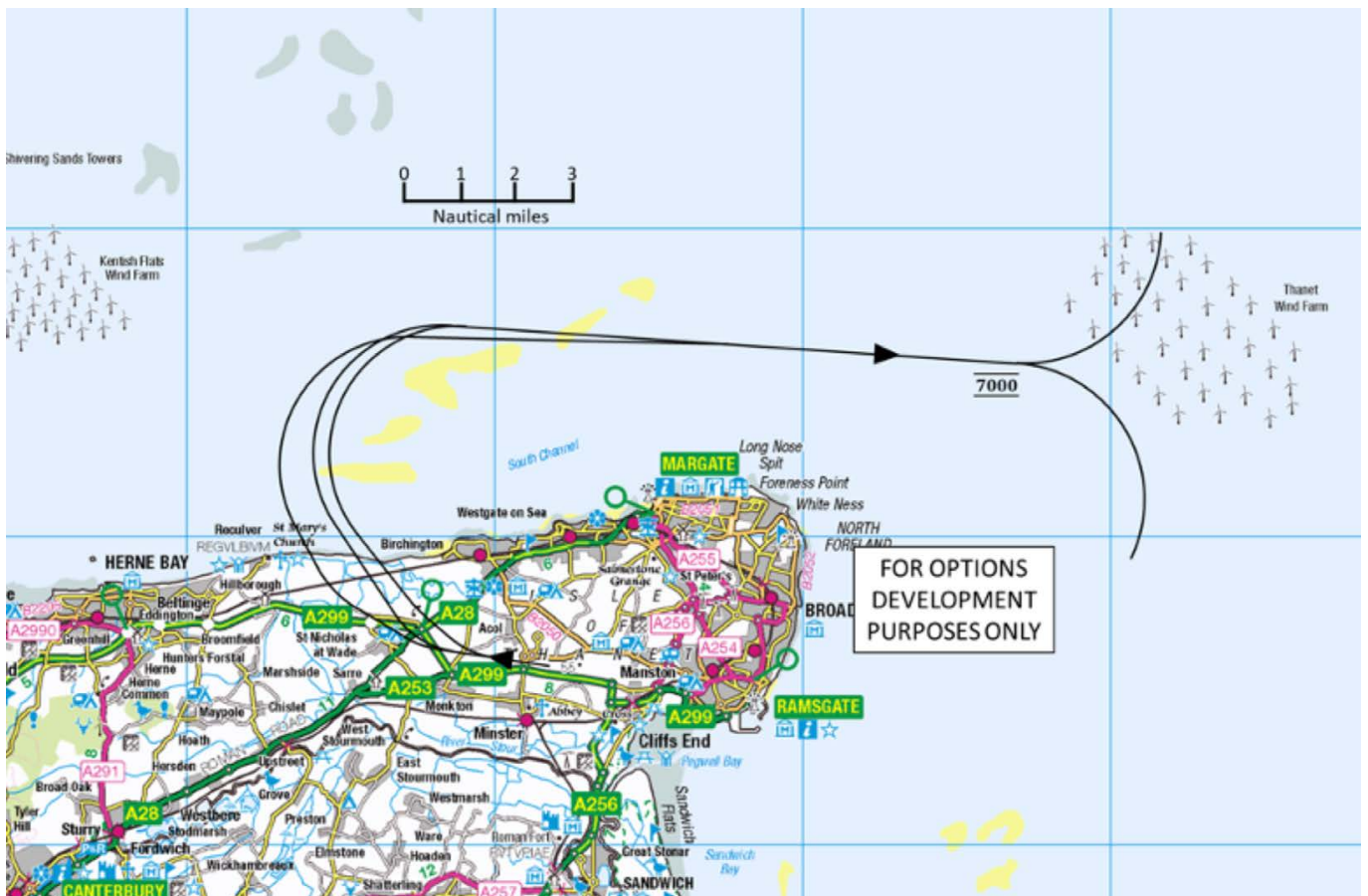
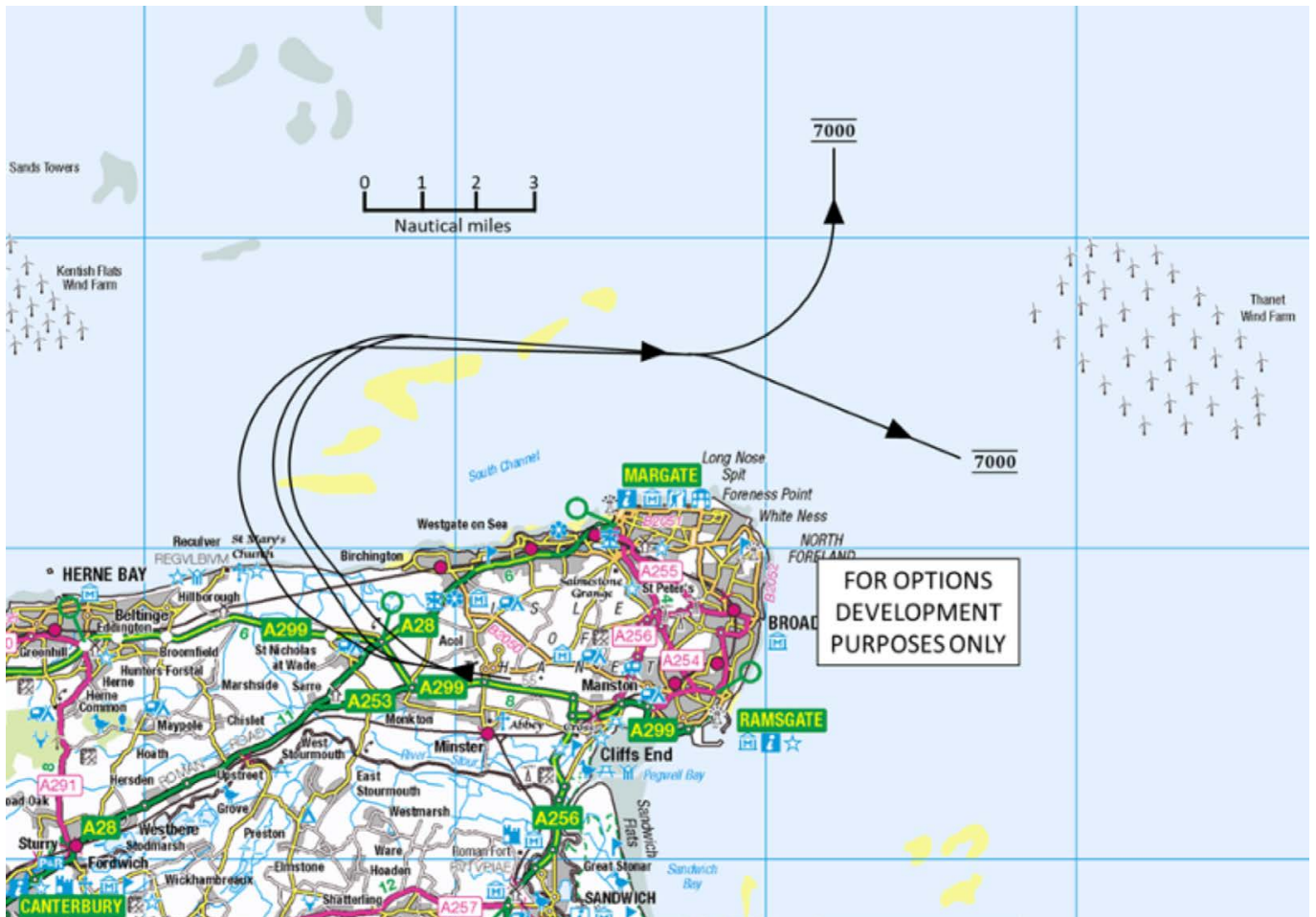
A2 Runway 28 Departure Routes

A2.1 Departures to the South



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A2.2 Departures to the North



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A3 Runway 10 Departure Routes

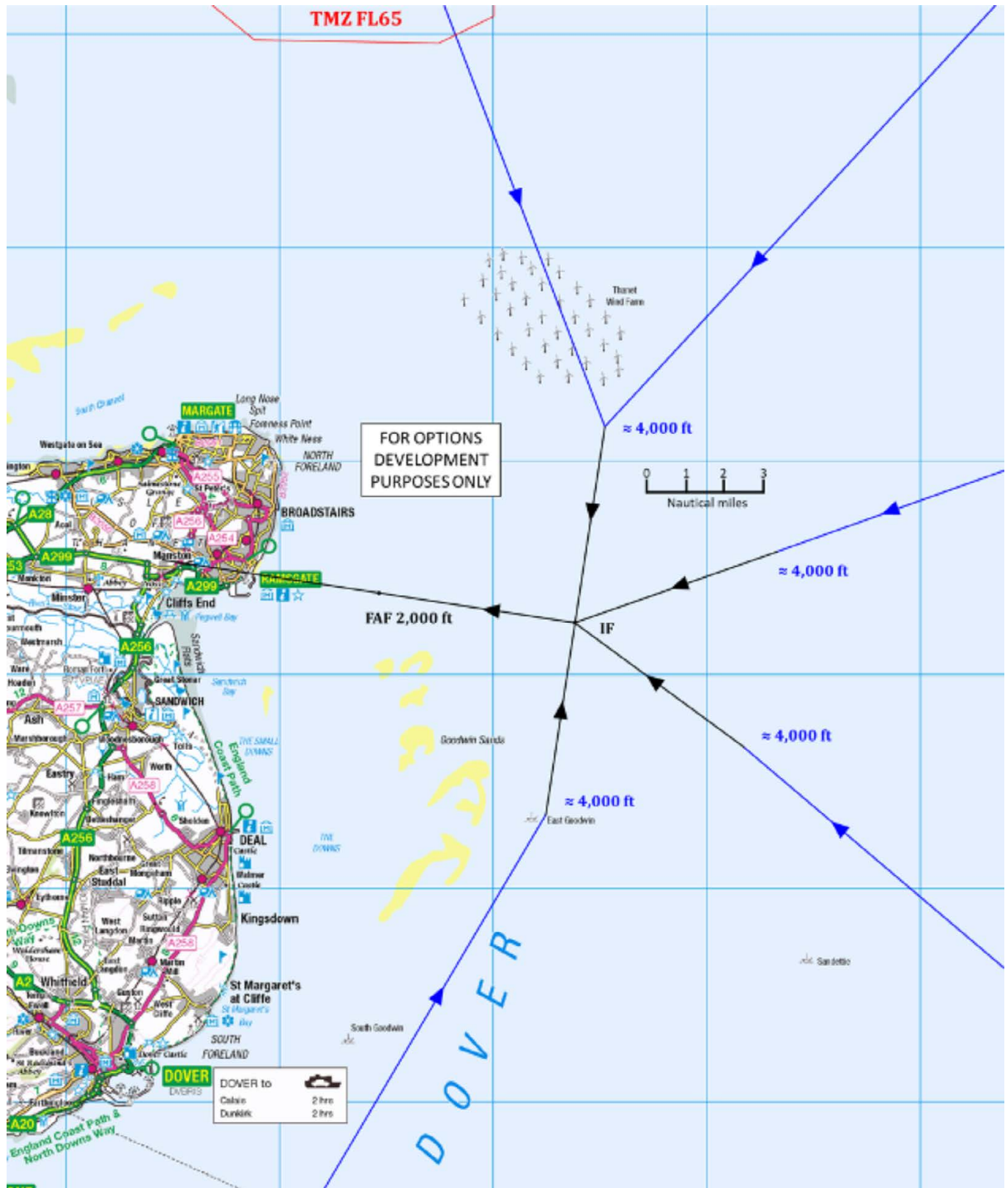
A3.1 Runway 10 Departures



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A4 Runway 28 Arrival Transitions

A4.1 Runway 28 Arrival Transitions to Approach Procedure



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A5 Runway 10 Arrival Transitions

A5.1 Runway 10 Arrival Transitions to 2,500 ft Approach Procedure



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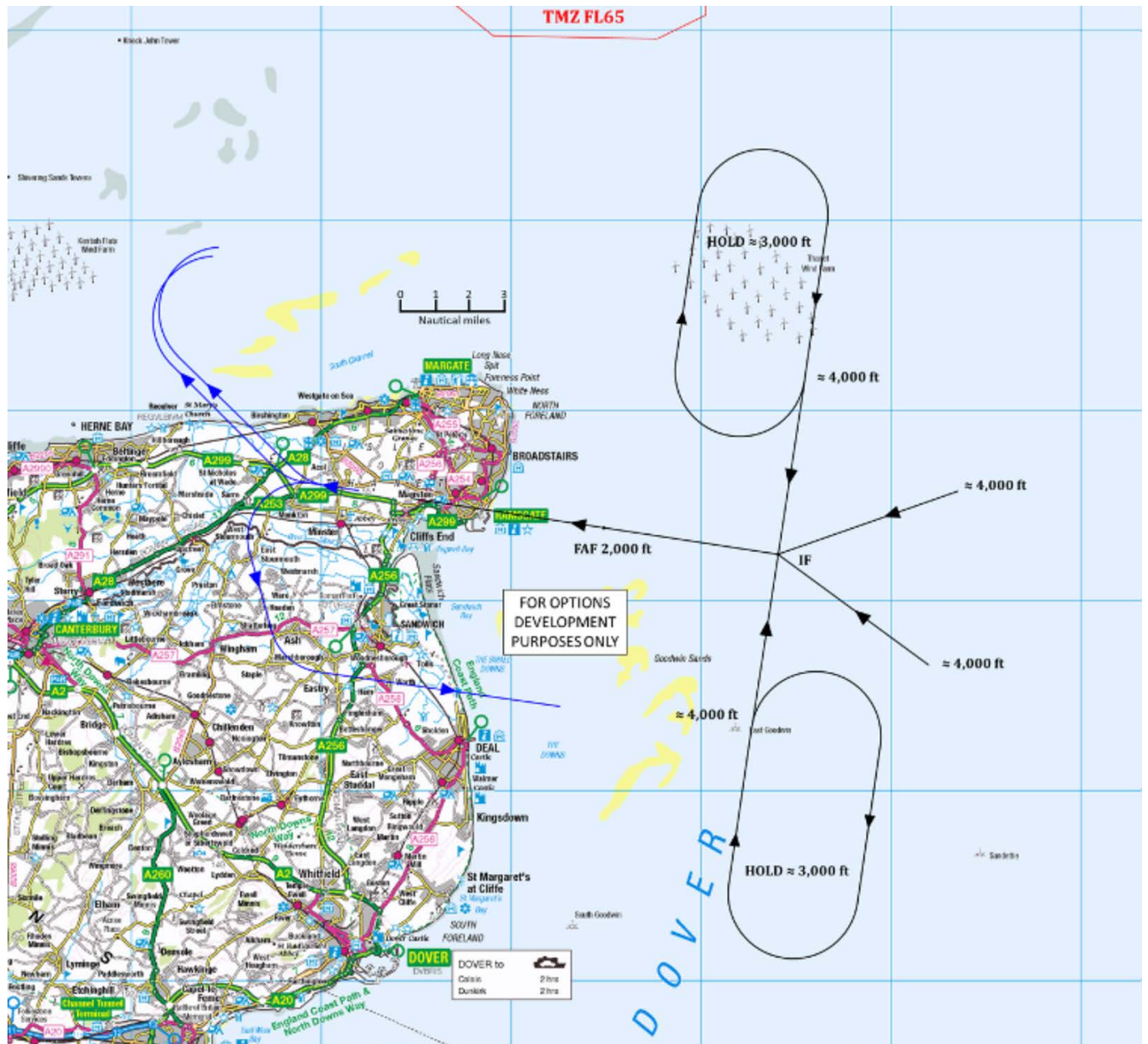
A5.2 Runway 10 Arrival Transitions to 3,000 ft Approach Procedure



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A6 Runway 28 Approach Procedures

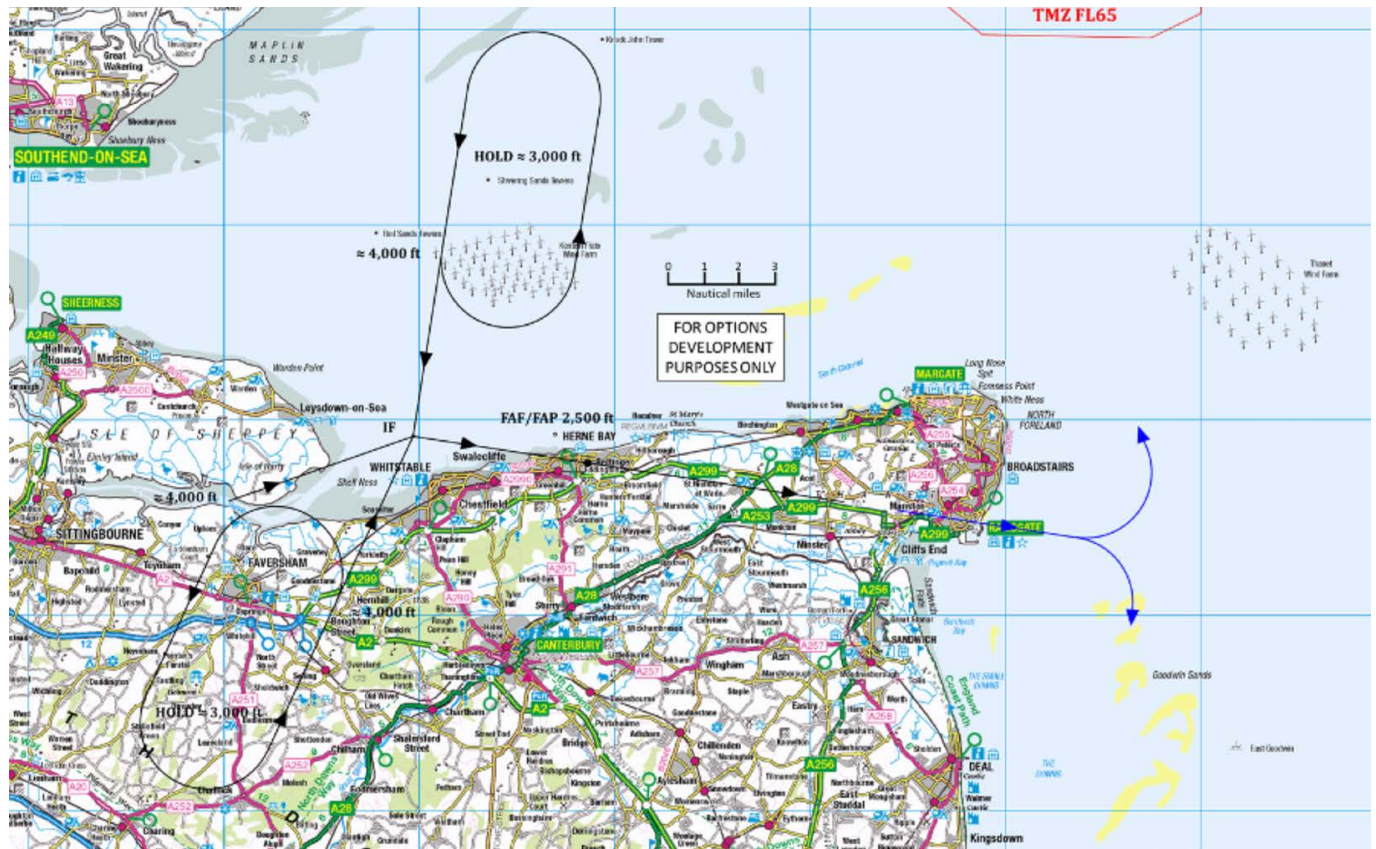
A6.1 Runway 28 Approach Procedure



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A7 Runway 10 Approach Procedures

A7.1 Runway 10 Approach (2,500 ft Final Approach)



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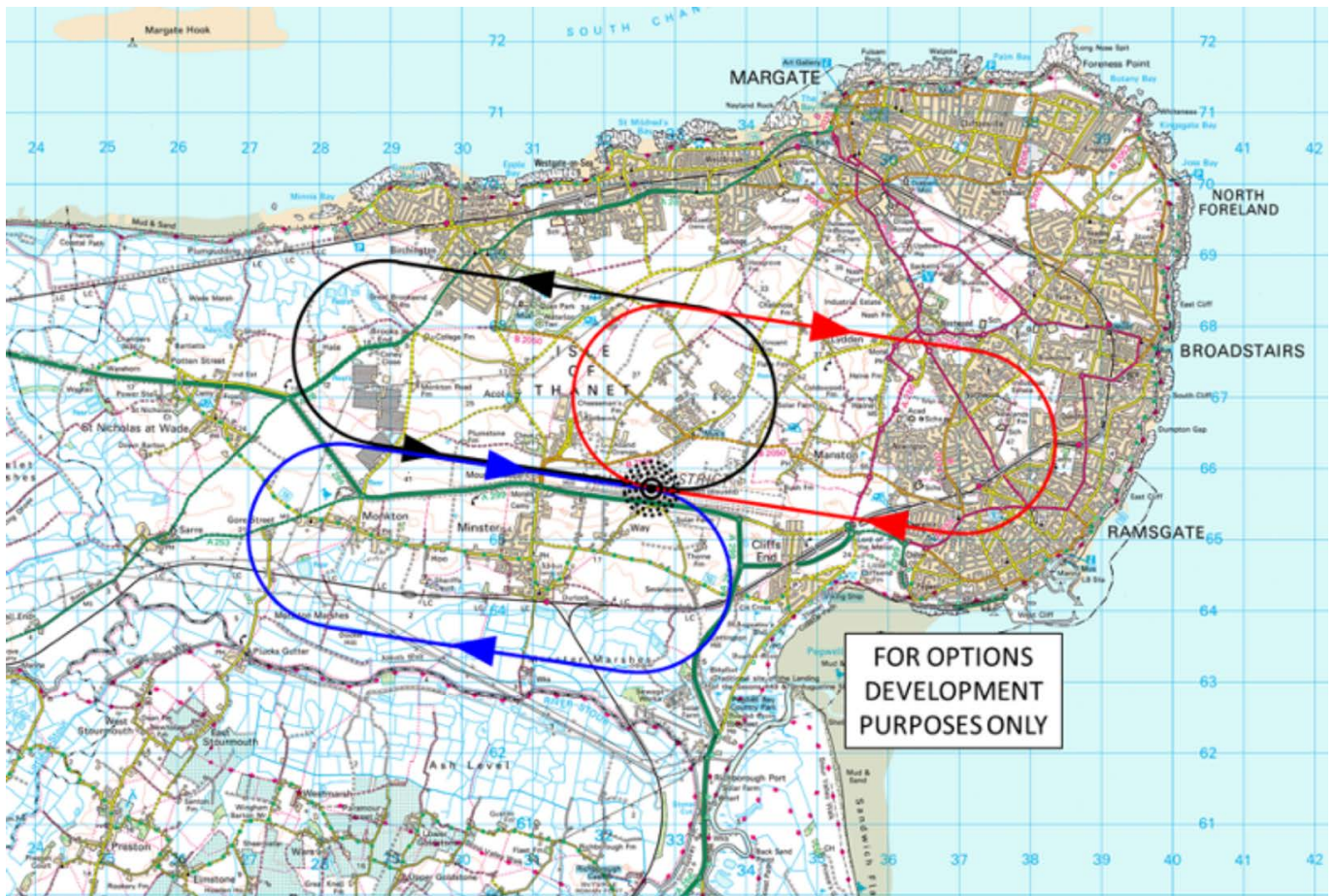
A7.2 Runway 10 Approach (3,000 ft Final Approach)



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A8 NDB Hold

A8.1 NDB Hold Position



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