

# DAP 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, then please submit it by clicking the button at the end of this form.

## 1. Change Title

Please enter a title for this intended change, (max 80 characters): \*

Manston Airport - Airport Reactivation

## 2. Change Sponsor Details

Please select the appropriate category and complete. \*

- A Company  
 An Unincorporated Association or other body  
 Individual ( including sole traders and partnerships)

### 2a. A Company

Registered Company name (in full) \*

RiverOak Strategic Partners Limited

Registered Company Number

10 269461

Country of Company Registration

England and Wales

Registered Office Address

16 Charles II Street, LONDON

Postcode

SW1Y 4NW

E-mail

manston@communityrelations.co.uk

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

http://rsp.co.uk/

Primary Point of Contact Name \*

Telephone \*

E-mail \*

Secondary Point of Contact Name

Telephone

E-mail

manston@communityrelations.co.uk

## 3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

## Aviation Consultancy

Registered Company name (in full) \*

Osprey Consulting Services Ltd

Registered Company Number

6034579

Country of Company Registration

England and Wales

Registered Office Address

Suite 10 The Hub, Fowler Avenue, Farnborough Business Park, Farnborough

Postcode

GU14 7JP

Telephone

01420 520 200

Email

enquiries@ospreycl.co.uk

Trading Name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

www.ospreycl.co.uk

Primary Point of Contact Name \*

Primary Contact

Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

Telephone \*

Email \*

Secondary Point of Contact name

Telephone

Email

## 4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): \*

Flight Information Region (ENR 2.1)

Other Regulated Airspace (ENR 2.2)

Area Navigation Routes (ENR 3.3)

En-Route Holding (ENR 3.6)

Military Exercise/ Training Areas (ENR 5.2)

Upper Information Region (ENR 2.1)

Lower ATS Routes (ENR 3.1)

Helicopter Routes (ENR 3.4)

Name-Code Designators (ENR 4.4)

Other Danger/ Hazard (ENR 5.3)

Terminal Control Area (ENR 2.1)

Upper ATS Routes (ENR 3.2)

Other Routes (ENR 3.5)

Prohibited/Restricted/Danger Areas (ENR5.1)

Aerial/Sporting/Recreational Activities (ENR 5.5)

Bird Migration/Sensitive Fauna (ENR 5.6)

ATS Airspace (AD-EGXX-2.17)

Flight Procedures (AD-EGXX-2.22)

ATCSMAC (AD-EGXX-5)

Standard Instrument Departure (AD-EGXX-6)

Standard Arrival Route (AD-EGXX-7)

Instrument Approach Procedure (AD-EGXX-8)

Visual Reference Point

Release of Controlled Airspace

Please use the check box below to indicate whether this is an administrative change:

Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

## 5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. \*

### Introduction:

Prior to closure the aerodrome at Manston had conventional flight procedures that allowed aircraft to land on and take-off from the runway and an Aerodrome Traffic Zone (ATZ) to offer protection to aircraft in the critical stages of flight near the runway. All such measures were removed when the aerodrome closed.

### The issues to be addressed:

The Masterplan submitted with the Development Consent Order (DCO) application describes an integrated aviation services hub with an air freight centre, at Manston Airport, capable of handling in excess of 10,000 air freight Air Traffic Movements (ATM) annually. Should the DCO be granted, 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 International Civil Aviation Organisation (ICAO) General Assembly and the UK Future Airspace Strategy (FAS) published by the Civil Aviation Authority (CAA). This involves the introduction of routes and procedures compliant with Performance Based Navigation (PBN) criteria; a State requirement for 2024.

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.

The airspace solution will seek to provide an appropriate degree of protection to enable the safe management of the Airport associated ATMs in the critical stages of flight; take-off and landing.

Please specify the altitudes (where applicable) affected by your Statement of Need:

Surface to below 4,000 feet

4,000 feet to below 7,000 feet

7,000 feet to below 20,000 feet

20,000 feet and above

## 6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

Confirmation of Understanding \*

Please provide your proposed date for the submission of your change proposal to the CAA. \*

29 Jul 2020

Please provide your proposed AIRAC effective date \*

AIRAC 13/2021

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module) . \*

No

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: \*

Required for RNAV T-Bar Y-Bar IAPs and potential en-route points