

PINS Registry
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

5th October 2018

MANSTON AIRPORT

Dear Sir or Madam,

I am now a retired resident of Ramsgate yet having had 17 years experience as Flight Operations Director of a public transport corporate aviation company with 11 aircraft based at London Heathrow Airport and reporting directly to the Civil Aviation Authority. Further, I am a non executive director of London East Kent Coastal Airports (Manston) Ltd with responsibility for flight operations.

I would humbly suggest that the present plans of 'Riveroak Ltd.' do not go far enough with respect to any future operations of Manston Airport.

Any future consideration and potential development of Manston which has significant national and strategic importance should perhaps consider the following.

- a) The development of a second runway on the 'Richborough Site' could allow 24 hour aircraft operations approaching over the sea and departing over the sea with only farmland beneath the approach and departure routes.
- b) Move the bomb shelter and terrorist incident centre from London Stansted Airport to Manston. When the site was chosen at London Stansted the airport had very few public transport operations but is now a major hub and any incident requiring the use of the bomb shelter and/or terrorist incident centre would severely handicap both the airfield operations at Stansted and the nearby motorway infrastructure.
- c) The United Kingdom Civil Aviation Authority (UKCAA) recently reported that the upper level airways over the United Kingdom were frequently saturated. Operations from Manston could entail the use of low level airways for regional departures to nearby hubs such as Amsterdam, London City, Luton, Gatwick, Stansted and Heathrow.
- d) Manston has a strategic position in regard to guardianship of the English Channel, Western Approaches and Southern North Sea and I respectfully suggest that more awareness of this situation should be within the 'Riveroak' proposals including defence and rescue operations.

e) Manston Airport is in an ideal position for the future development of training flights from all UK based airlines without the need to use precious departure and arrival 'slots' at other busy UK airports.

f) Manston could become a major aircraft maintenance centre for any number of Air Transport Operators which would include apprenticeships, training and engine development thus providing skilled and semi-skilled careers for this somewhat neglected part of the United Kingdom.

g) The UKCAA have for a number of years approved 6 degree glideslope approaches to London City Airport and have lately trialled these approaches at London Heathrow rather than the familiar 3 degree approaches with no adverse effects. Such a 6 degree approach to the present runway at Manston would negate many of the present noise objections on the existing runway as the approach of landing aircraft would be significantly higher above population centres.

I respectfully suggest that the Riveroak proposals do not include or account for any of the above and I therefore wish to object to their present submissions.

Yours faithfully



Rev Gordon Warren D. Min Oxon, AMRAeS.