

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** Re: Written representation of Manston Airport with the Planning Inspectorate  
**Date:** 28 January 2019 17:54:40

---

[REDACTED]

[REDACTED]

07932 902290

27 January 2019

Dear Planning Inspectorate

I have made a representation in favour of re-opening Kent International Manston Airport. I did attend the public meeting at the Margate Winter Garden on Friday 11th Jan, but did not speak. Whilst I have attended local planning meetings, I was impressed with the professionalism this event was conducted under.

The majority of representations on the Friday were against the re-opening based mainly personal concerns about the noise the airport would generate. This is a noise level that has been experienced before and was never of a major objection to the majority of residents.

Having lived in Whitstable/ Herne Bay and now Sandwich I can only acknowledge that whilst aircraft were visible as part of their approach procedure and less so during departure due to their rapid climb, noise in both areas is minimal almost silent.

To suggest as one representation did aircraft noise in the Herne Bay is intrusive is frankly ridiculous and ridicules their argument. The approaching aircraft depart controlled airspace at Dover or Detling at 6000' and start an approach routine to a Manston. The aircraft at this time are 'throttled back' to obtain descent approach height of 2000' in order to join the localiser which in the case of runway 28 is over the sea and runway 10 mainly over countryside.

Takeoff aircraft are at or near full throttle which on a runway 10 departure means that they will climb up over Ramsgate. It should be remembered the majority of take offs are from runway 28 with the prevailing westerly wind. This means climb out is over countryside, not towards Ramsgate. With wind often light to none at night, Air Traffic Control can be/ and do, encouraged to use runway 10 for landings and 28 for take offs....thus avoiding overflying Ramsgate. This is normal noise abatement procedures at airports all over the world. It should be remembered modern jet engines are much quieter than when Manston operated prior to 2002.

Listening to the representations at Margate, I felt many of the people were talking about the large Russian Ilyushin IL-76 freight/transport which frequented the airport in the 1990's and early 2000. Their Soloviev engines were noisy, but in April 2002 as part of EU Chapter 3 aircraft noise policy, such aircraft are banned from the UK. Exceptions have been made on rare occasions when the aircraft are operating for the UK Government as part of Overseas relief flights, which Manston has played a very important part in the past and could again if re-opened.

The following is taken from the UK CAA Web site:-

## Noise legislation

The world's noisiest airliners are effectively banned from UK airports through a combination of European and national legislation.

Any subsonic jet aeroplane that has either

- a maximum take-off mass of 34,000kg or more, or
- more than 19 passenger seats

must be "chapter 3 compliant". This means it must meet the noise standards set out in Chapter 3 of Part II, Volume 1 of Annex 16 to the Convention on International Civil Aviation.

## Exemptions

The CAA can grant temporary exemptions from these requirements to specific flights, but only in very specific circumstances. Exemptions may be granted where the CAA is satisfied:

- (a) that the operations of the aeroplane are of such an exceptional nature that it would be unreasonable to withhold an exemption (for example urgent relief flights, official visits by Heads of State); or
- (b) that the aeroplane is being operated on a non-revenue flight for the purposes of alterations, repair or maintenance.

Recent exemptions include:

The CAA will also consider applications for exemptions in relation to aeroplanes of historical interest.

## Applying for an exemption

To apply for a noise exemption, you will need to contact:

Strategy and Policy  
Civil Aviation Authority  
45-59 Kingsway  
London WC2B 6TE

Trevor Metson  
Telephone: 020 7453 6230  
[Email: trevor.metson@caa.co.uk](mailto:trevor.metson@caa.co.uk)

As part of the UK Government Aviation Transport policy it is essential Manston be granted the opportunity to operate again as a major Cargo Airport for the UK in the SE. Aircraft of any size can operate from Manston and would augment Kents excellent history as the trading entrance point for the UK, especially as the need to reach out to such 'long haul' destinations in the Middle East Africa and the Far East, South America continues to grow with less reliance on Europe for our trade. Germany

have Leipzig, Belgium Liege. Manston could also grow into aircraft maintenance again, aircraft spray shops like Norwich and Lasham, requiring specialist work force which this part of the UK is so keen to develop. With good sea links, road links and HS1 within yards of the airport boundary, the airfield is ideally located. The other 'long runways' in the south of England (LHR,LGW,STN) could further flourish as passenger airports with freight operating from Manston, given LHR's third runway may never be developed. With RSP investment plan of new facilities, airlines so keen to grow and compete would not ignore such an important facility as they have proved all over the UK, namely Southend, Bournemouth, Southampton in the SE. Lets not repeat a Transport policy like that of Dr Beeching, but one of planning for growth and the future, where Aviation is the most important to our Island and loved by the people who live on it and in particular the people of Kent who want to see their much loved airport return and provide prosperity to this area of the UK.

Kind regards

Colin Cooke

On 28 Jan 2019, at 11:07, Manston Airport  
<[ManstonAirport@pins.gsi.gov.uk](mailto:ManstonAirport@pins.gsi.gov.uk)> wrote:

Dear Mr Cooke

Thank you for your email.

I am happy to accept your email as your Written Representation for Deadline 3 – 15 February 2019. However, I note you have included a hyperlink to the CAA webpage.

The Planning Inspectorate requests that hyperlinks to supporting evidence are not included within submissions as we cannot guarantee the link will remain live for the duration of the Examination/ Recommendation/ Report stages.

It would be helpful if you could either resubmit your representation with the information quoted accurately within the body of your submission or append the information as a separate PDF file.

Kind regards

Manston Airport Case Team

<image001.png>

Temple Quay House, Temple Quay, Bristol BS1 6PN

Helpline: 0303 444 5000

Email: [ManstonAirport@pins.gsi.gov.uk](mailto:ManstonAirport@pins.gsi.gov.uk)

Web: <https://infrastructure.planninginspectorate.gov.uk/>  
(National Infrastructure Planning)  
Web: [www.gov.uk/government/organisations/planning-inspectorate](http://www.gov.uk/government/organisations/planning-inspectorate) (The Planning Inspectorate)

Twitter: [@PINSgov](https://twitter.com/PINSgov)

This communication does not constitute legal advice.  
Please view our [Privacy Notice](#) before sending information to the Planning Inspectorate.

---

Begin forwarded message:

**From:** Planning Inspectorate Projects  
<[donotreply@infrastructure.independent.gov.uk](mailto:donotreply@infrastructure.independent.gov.uk)>  
**Subject:** Registration for project Manston Airport with the Planning Inspectorate  
**Date:** 1 October 2018 at 11:14:13 BST  
**To:** [REDACTED]

Planning Act 2008: Receipt of Representations

Thank you for submitting your representation on the application for development consent by RiverOak Strategic Partners Ltd for Manston Airport.

Your registration identification number is 20013588.

The next step is that RiverOak Strategic Partners Ltd must certify to the Secretary of State it has complied with its notification obligations. After this the Secretary of State will appoint the Examining Inspector(s) responsible for examining the application ('the Examining Authority' ). The Examining Authority will then carry out an initial assessment of the principal issues arising on the application by 29 October 2018, which is 21 days after the last day for submitting representations.

Once that initial assessment of issues has been done we will write to you again. That letter will provide the name(s) of the Examining Inspector(s) appointed to be the Examining Authority and confirm (where relevant) your status as an interested party, unless exceptionally your representation has failed to comply with mandatory legal requirements. In the event that you are given Interested Party status, I can assure you that your representation will be considered by the Examining Authority. All Interested Parties will also be invited to attend the Preliminary Meeting and will have an opportunity to make representations about the procedure for the examination.

Please also note that the representations received will be published on the project page of the Planning Inspectorate's website as soon as practicable after the applicant has certified that it has complied with its notification obligations.

If you did not make this registration then please ignore or delete this email or call the Planning Inspectorate helpline on 0303 444 5000 for more information.

Yours sincerely

Planning Inspectorate

Temple Quay House

Temple Quay

Bristol

BS1 6PN

Telephone: 0303 444 5000

Email: [manstonairport@pins.gsi.gov.uk](mailto:manstonairport@pins.gsi.gov.uk)

Website: [www.planningportal.gov.uk/infrastructure](http://www.planningportal.gov.uk/infrastructure)

Summary of your details:



Your representation:

1. As an existing infrastructure it should be allowed to further develop.
2. Kent is in need of new business opportunities with a ready made workforce.
3. The Riveroak group have shown good plan and financial evidence of their commitment
4. East Kent has a proven track record of freight movement with a busy port (Dover) excellent road connections with 2 motorways. Good national investment in the high speed rail network.
5. Manston is located close to London but outside the busy London ATC control zone allowing for busy rapid Cargo airfreight movements.
6. Future airfreight will grow and especially longhaul freight which requires a large easy access runway.

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---

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

Correspondents should note that all communications to or from the Planning Inspectorate may be automatically logged, monitored and/or recorded for lawful purposes.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager.

This footnote also confirms that this email message has been scanned by Websense Email Security Gateway for the presence of computer viruses.

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

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---