

From: [REDACTED]
To: [Manston Airport](#)
Subject: Registration ID No. 20014367
Date: 28 January 2019 11:12:47

Dear Sir/madam, further to your e mail dated 18th January 2019.

Please find below my submission regarding benefits of allowing Manston to be maintained as an operational airport.

POSITIVE REASONS FOR KEEPING MANSTON AS AN AIRPORT.

1. **Existing airport facilities.**
2. **Infrastructure.**
3. **Water**
4. **Use as diversionary airport**
5. **Local employment and education.**
6. **Travel**

1. **Existing Airport facility.** Manston as an airport facility is virtually ready to 'go'. Riveroak have shown what they need to do to bring the airport back into full commercial use, but the basic facility is there, i.e the 9,000 + ft long runway along with water drainage and electrical supply. (updated by previous owner Infratil) It is on record that in December 2003 a Government white paper on "The Future of Air Transport" stated that Manston "could play a valuable role in meeting local demand and could contribute to regional economic development, and would support development in principle, subject to relevant environmental considerations", which is of course part of this subsequent planning inspectorate remit.

In 2013 the Air Sea Rescue Service then operated by the RAF out of RAF Wattisham in Suffolk was transferred to Manston as a **first** operational choice by HM Coastguard who took over the duty. This service on the closure of Manston was transferred to Lydd Airport. If strategically advantageous, HM Coastguard may consider relocating this service back to Manston.

2. **Local infrastructure** Road: Access has been in place for a number of years and includes full dual carriageway motorway access within one mile of the airport running alongside existing and developing commercial estates. Rail access by Hi Speed trains to London and Ashford International from new Manston Gateway Station within 2 miles from existing airport terminal providing easy access to the rest of the UK and Continental Europe.
3. **Water:** Southern Water have no problem in the airport being re-opened as a commercial operation.
4. **Use as a Diversionary airport.** Examples would include that in the past six months, two BA aircraft have suffered technical problems which caused disruption at Gatwick. Further disruption at other UK airports seems to becoming more frequent

due to 'drone' activity which the authorities seem to be unable to mitigate. The potential to return Manston as a full emergency diversionary airport would allow other regional facilities (Heathrow, Gatwick, Luton, Stanstead, Birmingham and Manchester) to carry on operating with minimum disruption in the case of not only technical problems but those also terrorist related.

5. **Local employment and education.** Leaving the EU will enable Britain to set up trading relationships with the rest of the world with our own trading and customs policy.

Firstly, the possibility of setting up Manston as a 'Free Port' which will provide incentives to the supply chains of domestic and foreign companies. This will provide increased trading activity within the Manston Airport area and thereby increase the economic activity in the surrounding area as business move close to the Free Port area.

Secondly, the use of the airport as a 'dis-assembly' point for 'out of hours' aircraft would attract specialist skills in the recycling of aircraft parts. This would provide a unique opportunity to establish colleges of excellence providing the education and skills required.

These are vitally important for Thanet and the surrounding area which still has one of the highest unemployment rates in the country* at 5.1% which is 1.7% higher than the South East average and job density** of 0.59 against the regional and national level of 0.88 and 0.84 respectively.

*Office of national Statistics (ONS) April 2017 –March 2018

**Ratio of total jobs to population aged 16 – 64.

6 Travel. Reinstating Manston as a commercially viable airport would in time provide the opportunity to re-start commercial passenger services should there be a demand.. I understand that at least one leading carrier (KLM)* has shown interest in bringing back passenger flights to Manston.

*Riveroak comment.

IAN NASSIF

[REDACTED]
[REDACTED]
[REDACTED]
