

From: [REDACTED]
To: [Manston Airport](#)
Subject: RSP Plans for the development and reinstatement of aviation at Manston Airport (MSE)
Date: 18 January 2019 20:25:53

Dear PINS,

I am keeping track on how things are progressing with this particular DCO and am pleased that there is straightforward access to the information to keep everyone informed with the plans that RSP have for this asset of national importance. I fully appreciate the amount of effort and work that PINS and RSP have put into this process, it is clearly shown by the professional manner in which everything so far has been done and presented to us.

As you might have guessed I am firmly behind the plans which RSP have presented to return aviation to Manston (MSE) in the form of freight/cargo movements to begin with, redeveloping the site to be able to manage and handle the modern clean quiet freight aircraft which are widely used today. Manston holds a special place in my heart for very good reason, upon completing my Engineering diploma at college I was given the opportunity to work at Manston in an industry and field which I have always held a passion for – aviation! I was lucky enough to leave college and enter into an apprenticeship based traineeship to work as a trainee inspection engineer at a Maintenance Repair Organisation based at MSE (Modern Jet Support Centre Ltd, Hangar 1). I completed that training and apprenticeship after 3 years gaining CAA/FAA approved inspection licenses (Non-destructive Testing of aerospace structures and components, including gas turbines and components). I would be heavily involved in C and D checks on aging B707 320C, DC-8, B747-200 and DC-30F freight aircraft. This would involve inspecting the airframe, components and engines using various scientific techniques including ultrasound, magnetic particle, eddy current, penetrant and Radiographic methods. Following the closure of Modern Jet Support Centre I took on a role as a line mechanic with EU Jet on their Fokker 100 aircraft, unfortunately these aircraft didn't have the range to reach the popular destinations without a stop over so it wasn't going to work. These techniques were used to locate fatigue related defects (corrosion, cracking and operational damage) which was detrimental to the integrity of the airframe structure not allowing the safe use of the aircraft until repaired/removed. As an 18 year old man entering this exciting industry I felt blessed and honoured to have been given the chance to be part of. That training and valuable experience has enabled me to secure many prestigious and well paid positions involved with aviation and other industries. My current role has a major role in aviation dealing with the likes of Airbus, Boeing the MoD and other large aviation business including the likes of KLM, BA, Virgin Atlantic. Only this week I have been involved in meeting with Airbus and their suppliers in Nordenham, Germany to discuss the latest inspection technology for inspecting bonded fuselage structure on A319/20/21 family aircraft at the manufacturing stage and the benefit to them in applying/using it. So, for me Manston as an operational airport gave me the chance to work hard, apply myself and gain these valuable qualifications and experience which has benefitted me into my future and 25 years later I want the next generation to be offered the same opportunities that were afforded me back in 1994. The local area needs those hopes and dreams and aspirations for their futures. Ultimately I want to be able to pass on what I have learned to that younger generation who have the will and desire like I did some 25 years ago and doing that at an operational Manston Airport, a place always in my heart would come full circle for me.

I live just slightly west of the airfield in Reculver, my home is directly below the western final approached where traffic entering MSE from the west fly directly over the top of my property so

I am affected by movements into MSE but I have no concerns about this because I fully understand and know the facts regarding modern gas turbine technology and how much different it is since the days when I was working on older, dirtier and noisier aircraft – turbojet technology as opposed to geared turbofan technology today – quieter and cleaner due to the cold bypass air being the main source of thrust.

To summarize I feel that Manston as an operational airport and hub would benefit not only the local area but UK Ltd immensely, giving the UK economy a slice of the freight market which we are currently losing out to at other European and overseas hubs.

What can a reopened Manston offer?

- Education and training in an aviation engineering, flight and operational environment – leading to professional employment and the chance to earn a higher salary as per industry norm
- Airlines/operators based on site for freight such as Fed EX, DHL, Cargolux, UPS etc...
- Benefit to the local populous with regard to better jobs and prospects
- Support and reward of current and new local business
- The chance for the supply chain to benefit by way of hotels, couriers, freight forwarders, parts suppliers etc
- On site engineering by way of an MRO and fixed base operation (FBO)
- Flight training and ground trades training and education
- Passenger services later on
- Corporate and business service – like signature based at Luton

The potential for Manston as a thriving aviation hub is for me, truly exciting.

I appreciate you taking the time to read my views.

Yours sincerely

Martin Sutton

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