

# LONDON EAST KENT COAST AIRPORT (MANSTON) LIMITED

Please reply to: [REDACTED]

The Principal Inspector  
National Infrastructure Planning  
Temple Quay House  
2 The Square  
Bristol BS1 6PN

PINS RECEIVED

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3rd February 2019

Manston Airport Ref: TR020002

Dear Sir,

I have much pleasure in enclosing some perspectives regarding the importance of Manston Airport as a national asset of strategic importance for your deliberations regarding the recommendation of granting a Development Consent Order.

Thank you for your consideration of this matter.

Yours faithfully

[REDACTED]  
Gordon Warren  
Director - Flight Operations

cc. [REDACTED]

encl.

## **MANSTON AIRPORT**

**Strategic importance of national benefit to the United Kingdom**

### **Search and Rescue:**

The current search and rescue (SAR) Helicopter basing footprint (as of 31st December 2015 when United Kingdom SAR transferred from the military to civilian) has a HM Coastguard SAR Helicopter based at Lydd which is 45 miles South West of Manston. What Manston would provide if the DCO were granted, through its location on the eastern tip of Kent, is the potential for Coastguard SAR Helicopters operating east and north of Dover to use it as a forward refuelling point for SAR situations that might require longer durations on task, without the need to return to Lydd airport (approximately 40 - 45 minutes flying time from Manston to Lydd and back based on 120kts). (1).

### **Emergency Diversion:**

For commercial and private aircraft that are capable of utilising the runway at Manston then the airport provides an option for Emergency Diversion when entering United Kingdom airspace from Europe without having to continue onto the more congested airspace around London City, Heathrow, Gatwick, Stansted and Luton. (2).

Further, there have been a number of recent weather related instances in addition to other non regular activities that have caused international flight arrivals to London Heathrow or London Gatwick or London City to divert to alternates many miles away with all the consequent upheaval. (3) (4) Manston would alleviate this situation.

### **Terrorism:**

Since 1975 Stansted Airport has been the UK Government designated airport regarding all incidents of hijacking and terrorism. But since 1975 passenger numbers at Stansted have increased from 5 million to 25 million annually, Numbers of aircraft movements in that time have increased from 40,000 to 190,000 annually. (5) (6) Stansted was originally chosen because its design allowed a hijacked airliner to be isolated away from the main terminal buildings whilst negotiations were carried out.



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## Terrorism Continued

Today that isolation is compromised by the increased number of aircraft movements and increase in passenger numbers. It would make sense to move this Government designated airport to a quieter area with isolation space such as Manston.

## UPPER AIRSPACE

Upper airspace over the United Kingdom is at times saturated. (7) Manston would provide opportunity to release some of the needs for airline maintenance and training needs that use airways without causing potential conflicting to saturated hotspots around the London terminals zones. Further, regional flights from Manston to airports within a 150 mile radius (London Gatwick, Heathrow, Stansted, Luton, Amsterdam, Paris) would not need to use upper airways.

(1) Bristow Group - UK-SAR Base locations

(2) Numerous instances in the past 20 years when Heathrow or Gatwick was closed

(3) 1st February 2019

(4) 20th December 2018

(5) Stansted's hijack history - BBC news 3 August 2017

(6) UK Civil Aviation Authority

(7) CAA Future Airspace Strategy for the United Kingdom 2011 to 2030



Gordon Warren  
Director - Flight Operations  
East Kent Coast Airport (Manston) Limited