

**From:** [REDACTED]  
**To:** [Manston Airport](#); [REDACTED]  
**Subject:** Support For Re-instating Manston Airport  
**Date:** 11 February 2019 11:18:12

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Dear Sir or Madam

I am writing to you both as an individual, and as the Chairman of the support group "Why Not Manston?" which was formed in 2012 (before the airport closed was closed). We had realised that Manston was definitely underutilised and decided to proactively assist in publicising and networking to spread the word about what a fabulous airport it was.

In my initial submission I highlighted a number of points for consideration and would now like to expand on them.

### **1. To bring prosperity to an extremely deprived area**

In the Fifth Edition (2018) of *Managing Airports* written by Anne Graham she mentions the fact that airport operations are significant generators of economic activity and the wider catalytic benefits include inward investment and the development of tourism. In the Kent Public Observatory Paper dated Jan 16 it states "Deprivation, crime and unemployment in Thanet are all statistically higher than the England average, with higher proportions of vulnerable populations. There are limited skilled employment opportunities in the area, although there are good transport links to Kent and London. Health outcomes are worse than for Kent and England, and inequalities are wider than in any other Kent district. A number of Thanet areas feature in the most deprived decile for deprivation in Kent, mainly around the towns of Margate and Ramsgate."

### **2. To provide numerous jobs that are above the living wage**

Again in the Fifth Edition (2018) of *Managing Airports* written by Anne Graham . Globally the Air Transport Action Group (ATAG 2016) estimated that of the 9.9 million jobs directly generated by the aviation industry 0.45 million were employed by airfield operators, in airport management, maintenance and security and also there were 5.5 million jobs on-site at airports in retail outlets, restaurants, hotels and government border agencies. In addition 2.7 million worked for a handling agents including flight crew and maintenance crew, 0.22 million were air navigation/ATC providers and a further 1.1 million worked in civil aerospace

### **3. To educate the next generation in aviation subjects**

Throughout all the plans mentioned by RSP there has been an emphasis on investing in the education of the next generation to become pilots, engineers, air traffic controllers, aviation security, freight handlers. In an area where the next generation appear to be disillusioned about their future this will be a real lifeline to progression and advancement of the individual.

### **4. To utilise a huge runway to alleviate the pressure on Heathrow and Gatwick**

The 2003 Aviation White Paper argued that increased use of regional airports would increase airport capacity in South East England; and the 2010 coalition government concurred with this view. The CEO of [REDACTED], the largest British-owned operator of airports and member of the influential Aviation Foundation along with [REDACTED], [REDACTED] and [REDACTED], has also proposed greater use of regional airports.

Advocates argue that flying to international destinations directly from regional airports would immediately create more airport capacity in the South East at a fraction of the cost and time of having to build a new runway or airport.

**5. To free up airspace that is becoming a scarce resource around the London area**

Recent work submitted by National Air Traffic Services and published by the DFT with the current green paper on aviation provides evidence that there is room for all SE airports to grow but that the airspace to the east of Thanet is the least congested of all.

**6. To offer (at a later date) passenger services**

This service, especially to popular European destinations and then as a stepping stone to long haul flights out of Schiphol was well utilised. KLM were considering increasing their capacity just as the airport was closed. It was proven, on numerous occasions that it was quicker to fly to Schiphol than to drive to Heathrow

Without going into pages of explanation which I am sure you will appreciate. I hope you will consider these points in your deliberations

Yours faithfully

Angie Sutton (Mrs)

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