

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** The Revival of Manston Airport  
**Date:** 04 February 2019 16:29:56  
**Attachments:** [AF Pax 63-68.pdf](#)

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The need for expanded export/import facilities post Brexit is urgent. Established airports in the South and East of Britain are already at a near operational max.

An **entirely new** freighting airport in the South East is **impossible** because it could not be created in time and it would be scuppered by overwhelming local opposition.

Manston Airport does not need to be created it is **already here**, and the majority of the **local population desperately WANT it to be reopened**. It has the thickest (strongest) runway in the country, it remains one of the widest in Europe, and for many years one of the longest runways available. During the Cold War there were plans to land armoured brigades in the event of emergency by fleets of huge C-5 Galaxy transports at Manston. It is a master diversion airfield for the NASA 747 + Space Shuttle combination. Nothing has changed about the airfield's capabilities and there is hardly any local air traffic. All factors make it ideal for urgent re-establishment as a freighting facility - surely it must be the perfect example of a "no brainer".

If present proposals by RSP are accepted, enough turn round apron will be created to ensure that except for rare emergencies night operations will not be needed. The "No Night Flights" campaign refuse to accept ANY assurances. Modern jets with sophisticated quiet engines are utterly different to the noisy piston engine aircraft that Air Ferry operated **around the clock** between 1963-68 moving 834,931 passengers mainly on package tours. (see attached p 242 of *"Twilight of the Pistons Air Ferry – A Manston Airline"* by Malcolm Finnis ISBN 0 9517295 1 9) You could hear these earlier propeller driven aircraft doing "mag drop tests" and take off runs from the village of Worth, near Deal where we live. You certainly cannot hear the big modern freighter jets. As far as we are aware, there were no objections to operations at Manston from the residents of Ramsgate even when the US Airforce were flying flights of three afterburning F-4 Phantoms on the "Dover Cliffs Tour". It appeared to be accepted that if you selected a home on the glidepath to an airfield that has existed since 1915 you may expect to have overflying aircraft. It would seem that many of "No Night Flights" have no experience of the airfield in its not so recent history. Perhaps they are unaware that an absolute defence to a common law complaint of 'nuisance' is that "you have **come** to the nuisance".

Thanet is the most deprived area of Kent and is in desperate need of a flourishing airport because of the employment that spin off services will provide. An airframe deconstruction and parts recycling centre is widely needed internationally and coupled with personnel and technical education it is one of the proposals that the redevelopment of the airfield may offer. The prospects for boosting local tourism, hotels, catering services and local industry stemming from all of these is obvious. Ask anyone local and they would have to admit that Ramsgate was far more prosperous when the airport was in full operation. Population centres which have the benefit of a viable functioning local airport being former RAF bases have flourished all round the UK - Cornwall Airport Newquay (RAF St. Mawgan), Doncaster Sheffield Airport (RAF Finningley) being notable examples. Even Blackpool Airport and Leeds-Bradford Airport have been taken back into local authority ownership because they are a key part of developing a strong local economy for local job creation.

The present owner Ann Gloag bought the airfield for a peppercorn with an eye to profit from housing development - the very last thing locals want in an unemployment blackspot area is more people. All existing equipment and technical assets, radar, and lighting, perishable goods handling buildings and equestrian stabling were stripped out, dismantled and sold off with indecent haste. In spite of the former owner (Infratil) shamefully running down the airport as it had also done at Prestwick prior to a similar peppercorn sale to Ann Gloag's brother, Manston was building an international reputation for fast turn round time especially for meat, flowers, fruit and vegetables and similar perishables. It had a niche speciality for handling horses and remained throughout its operational period a principal diversion airfield for other operators when airlines in the Thames valley were unable to operate because of fog, or because of crash emergencies or hijacks or rogue drones. Manston is still the location for the Defence Fire Training and Development Centre a rare focus of excellence in the world in its field, and a perfect partner for other technical and engineering schools that the proposed buyer RiverOak plan to start up.

Manston's possibilities as a lifeline for the surrounding area and for the nation are HERE, NOW and must not be allowed to slip away for want of a firm grasp on a chance to put things right. We absolutely support the effort to revive the airport.

Geoffrey & Carolyn Illsley, [REDACTED]  
Sent from [Mail](#) for Windows 10

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**AIR FERRY LTD  
PASSENGERS BY AIRCRAFT BY YEAR**

<u>Type</u>	<u>Aircraft</u>	<u>Total</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>
Viking	G-AIVD	27074	12780	14220	74			
	G-AIVF	40137	11910	17195	11032			
	G-AOCH	29474		18996	10477	1		
	G-AHOW	18184		7682	10501	1		
	G-AJBX	7383		7383				
		<u>122252</u>	<u>24690</u>	<u>65476</u>	<u>32084</u>	<u>2</u>		
DC4	G-APYK	122663	21627	28646	29471	34971	7948	
	G-ASFY	190524	24281	32381	25675	36635	48065	23487
	G-ASOG	85448		26517	21702	37229		
	G-ARWI	63831					42376	21455
		<u>462466</u>	<u>45908</u>	<u>87544</u>	<u>76848</u>	<u>108835</u>	<u>98389</u>	<u>44942</u>
Bristol	G-AMLL	40		37	3			
	G-ANVR	10			10			
	G-AMLP	11			11			
		<u>61</u>		<u>37</u>	<u>24</u>			
DC6	G-APNO	98923				25469	39754	33700
	G-APNP	98366				20003	41643	36720
		<u>197289</u>				<u>45472</u>	<u>81397</u>	<u>70420</u>
Viscount	G-AVNJ	27421						27421
	G-AVHE	25442						25442
		<u>52863</u>						<u>52863</u>
Total Passengers		<u>834931</u>	<u>70598</u>	<u>153057</u>	<u>108956</u>	<u>154309</u>	<u>179786</u>	<u>168225</u>

**(operating from Manston Airport)**