



**NATS Safeguarding Office**

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**Manston Airport case team**

National Infrastructure Planning  
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Bristol [BS1 6PN](http://www.bristol.gov.uk)

13<sup>th</sup> May 2019

NATS / PINS Ref: **SG24733 / TR020002**

Sent via email: [manstonairport@pins.gsi.gov.uk](mailto:manstonairport@pins.gsi.gov.uk)

cc: MOD Defence Infrastructure Organisation

Dear Sirs,

***Tr.2.5 [REP6-index number to be allocated]***

I refer to the Examining Authority's question quoted below, directed at NATS amongst other parties.

*The location of the Manston-Haine link does not have adverse effects with respect to aviation safety. The proposed link is intended to follow the alignment of the existing Manston road, where possible. Where the proposed link diverts from this and into the radar safeguarding area, the dish will be approximately 27m above ground level and above the proposed link; hence all road traffic will be well below the ceiling of the dish".*

- i. Provide further technical evidence to support this statement.*
- ii. What is the purpose of the safeguarding area if it is not considered necessary?*
- iii. What is the view of the MoD and NATS on this matter?*

In response specifically to bullet iii, NATS can state that it does not operate, maintain or utilise the radar system located at Manston airport. Accordingly, it has no comments to make in respect of its safeguarding requirements and on the impact of the proposed road changes on these.

We trust this clarifies our position and we remain at the Inspector's disposal for any further questions or requests.

Yours faithfully

  
Mr Sacha Rossi

For and on behalf of NATS En-Route plc