

From: 
To: ManstonAirport@pins.gsi.gov.uk
Subject: Passenger Flights and Employment
Date: 24 June 2019 16:41:46

Dear Sirs

I ran a catering business which supplied catering, duty free and ancillary products to EUJet when they were operating from Manston Airport. We also catered for executive jets and cargo crews.

I also was General Manager for the catering contractor at Southampton Airport when the new terminal was first built. In this role I managed all of the catering retail operations which included Bewley's Café, bar and airside coffee stop, all function catering, BA executive lounge and all inflight catering for BA Express, Brymon airways, KLM and Air France.

I would firstly like to highlight that for a successful business passenger operation it is essential for the first flights to depart between 6.30am and 7am on weekdays. This allows each aircraft to return to Manston by 9 or 10am in order to do a mid day return, usually to a non time critical destination, for holiday and leisure. This aircraft would then return to the original destination late afternoon, allowing passengers to complete a full day and return without the need for an overnight stay.

I think the latest suggested restrictions would make this form of operation impossible and unsustainable.

Secondly, there has been suggestions by those opposing the re opening of the airport, that employment would not necessarily come from the local area, but somehow be recruited from elsewhere.

In my experience of both Southampton and Manston, certainly from a catering perspective, the employees would all be local.

It would be our intention, if successful, to operate a bar, restaurant/coffee shop, inflight catering and cleaning for any operators using Manston.

To give an idea on the numbers of local people the catering operation would require I have listed these below

Inflight Catering

1 inflight supervisor

6 aircraft loading operatives, 2 on each shift covering the 7 day operation

1 stock controller

Minimum of 3 chefs/cooks

1 kitchen porter

Licensed Bar

6 bar staff depending on the opening hours

Coffee Shop/Restaurant

2 supervisors

9-12 general assistants (these roles would offer flexible hours in order to attract parents with school aged children)

Cleaning staff

This does not always come under the caterers remit but at least 4 staff would be required for night cleaning of aircraft.

1 general manager would be required to oversee the operation.

Local suppliers would also be used and these would include Butchers, Fruit & Veg, cleaning materials and disposable ware and other food suppliers.

As you can see from the above, it would not make economic sense to recruit from outside of the local area, as the staff would be required early in the morning and up to perhaps 10pm depending on the schedule

We are based on the industrial estate at the end of the runway and have an option on an industrial unit to convert into an inflight kitchen and operations base should the DCO be successful.

I hope the information supplied is helpful, and if you require any further information, please do not hesitate to contact me

Iain Heatlie
Operations Director

[REDACTED]
T: +44 (0) 203 865 4008

10 Rowe's Yard
Manston Business Park
Ramsgate
Kent
CT12 5FA



This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>
