

DCO.4.22 New Requirement 19c - For Deadline 9 - Lab-Tools Ltd.

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For Deadline 9

“No passenger air transport departures can take place between the hours of 09.00 and 12.00 and no passenger air transport arrivals can take place between the hours of 07.00 and 08.00.”

Is this a deliberate attempt to hamstring - from the start - the usefulness to businesses, of a re-opened Manston Airport ?

Consider a real case (2014-04) :

Two research scientists from a major science research complex near Zurich visit a research establishment in Thanet :



They fly to Amsterdam, and thence to Manston :

KLM
Zürich to Amsterdam

Sat, June 22	Sun, June 23
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KLM KL 1952
SCHEDULED 7:00 am → 8:40 am

Then :

KLM1519 AMS-MSE Arr 1005



Here they have arrived at Manston at 10:10 am.
And are drinking coffee at the research lab before 11am,
discussing the project and the measurements that will be carried out that afternoon.

New Requirement 19c would turn this into a 2 day process, undoing much of the incredible ease with which Manson operated previously, for the benefit of businesses and all those that used it.

Please do exclude Cityhoppers, and other link planes from such a ban as suggested by New Requirement 19c. They are fairly small planes and their passengers will make very little impact on the existing traffic flow along the Manston road.

We have examined the RiverOak document :

5.2-20 - Environmental Statement - Volume 20 - Transport Assessment Appendix F

For the relevant junctions on Manston Road B2050 (E).

It is not easy to condense these multiple tables to a few numbers, but :

Manston Road Traffic 2017, Morning flow : approx 250 vehicles per hour.

Manston Road Traffic 2039, Morning flow : approx 350 vehicles per hour.

Capacity appears to be around 750 vehicles per hour;

And we also know these junction are due for significant improvement as part of the Manston Airport DCO.

So it would seem that over the relevant 3 hour period,

these roads can cope with the small number of extra vehicles from at the least feeder and inter-city planes as used by British and European businessmen – and of course the International business travellers changing at Amsterdam.

Thanking you,

Dr. Beau Webber,

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