

From: 
To: [Manston Airport](#)
Subject: Manston Airport
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My conviction is that Manston should be retained and grown as an airport

Operating Hours

I see no justification in not allowing Manston to operate at least 6am/midnight.

To be competitive it needs to be open to aircraft.

Also reduced hours would not only impact commercial aircraft but helicopter operations and flight training schools at Manston.

Heathrow, Gatwick, Luton would not be viable with such restrictions.

Airport capacity

Working at Heathrow myself and affected by the proposed expansion, which will take many years to complete, I know that capacity is a growing problem. We need more capacity NOW in the south.

BREXIT will increase capacity as cargo from other parts of the globe seek slots to land their goods.

Aquifer

The Manston site is over an aquifer. This needs to be protected for future generations not just the current population. With global warming we need to protect our water supply.

Skilled jobs

Airports provide a wealth of skilled and semi skilled jobs. I know as I work at Heathrow. RSP's plans for the site would give this area a wealth of worthwhile jobs, motivate the young people of the area to do well at school and inject new vigour into this area which is in dire need of regrowth.

Pilots of the future

In recent years an abhorrent number of airfields have closed mainly sold to developers.

Young people cannot easily access flying when airfields are many miles away.

There is already a pilot shortage and the lack of funds for training is acute with parents, if they are able to, using their homes to guarantee commercial training costs of around £100,000.

Having experienced flying training schools at Manston, where potential future pilots can attain qualification via a modular route, within their local, commutable, area gives young local people the chance to become pilots.

Manston has a history of training excellent commercial pilots many of whom are based around the globe and also RAF pilots including 4 Red Arrows. The local community is justifiably proud of this flying training record and continued to support it via fund raising to give local young people flying training to fly solo.

The local people want to see this continue at Manston.

The environment

Justifiably we need to be very aware of how we treat our environment. Our carbon footprint needs to reduce, we understand this.

Building a few thousand houses has a huge carbon footprint. If each house has just 1 car that is 2000 more local cars. Planning statistics say this number would be higher. Refuse disposal for 2000 homes impacts the carbon footprint. Necessary infrastructure requirements eg sewage impacts our carbon footprint.

Working at Heathrow, a densely populated area, I am aware of more planes running on

bio-fuels, being more fuel efficient, the developments in solar planes and new technologies.

We need to not just look at current aircraft but the planes in the pipeline.

Noise

Aircraft make noise, fact, but many aircraft are much quieter than in previous generations eg London City Airport.

There were no complaints when the RAF jets screamed in or when Concorde did its "Flights of Fantasy", air shows at Manston were packed.

Thousands of complaints at Gatwick were down to 4 people.

Futute developments could mean aircraft are as quiet as a Tesla.

Heathrow does compensate those directly under the Flight path for soundproofing and new Air Traffic routes have reduced the number of planes each day over specific homes.

I feel there are many areas available for housing development in Thanet but how many are available for an airport with the runway capacity of Manston?

We are losing too many airfields.

I do not live in Thanet but work in aviation. My husband's family have lived there for 4 generation and have been upholding excellent flying training standards.

I want to see Manston's rich aviation history continue.

Please SAVE MANSTON.

Antoinette (Toni) Girdler

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