

**2019-06-28 - Please no complete flight ban in the morning – for Deadline 9.**

**Save Manston Airport association**

We believe that the whole question of restrictions on daytime flights is wrong....

Is there any other airport in the UK where such a restriction, to limit road traffic, is in place ?

We believe not, we have not found such a case.

There never has been a build up of traffic on the Manston Road, due to normal Airport Operations, at any time in the past, and the passenger aprons are only going to be upgraded by a modest amount. The only real pinch point is The Spitfire Junction at peak times, and the proposed roundabout will almost certainly cure that.

However, even without that improvement, the impact on the Manston Road will probably be minimal :

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 junctions are due for significant improvement.

KLM Cityhopper Flights at Manston were operated by Fokker-70 with 78 seats. All have now been withdrawn from service, replace by the quieter Embraer-175 with 88 seats.

Assuming a flight is carrying 100 people, and 2 people per car on average, then per flight that probably works out around an extra 25 cars going East and 25 cars going West along the Manston Road, over the key 3 hour period. Thus each such movement is likely to only add about 8 vehicles per hour going East and 8 vehicles per hour going West – negligible, just 6 % difference.

So it would thus seem that over the relevant 3 hour period being considered, the roads can cope with a good number of movements of at least feeder, inter-city planes and charter planes. Also, this assumes all the passengers are travelling by personal cars – a station on the airport boundary is being constructed, and it is hoped a good proportion of passengers will choose to use this and the laid on coach – or via Ramsgate station before this is station finished.

SMAa have asked their members to comment on such morning flight bans.

We have conducted a poll, from June 23 at 8:26 pm to midday June 28<sup>th</sup> : less than 5 days.

The results are attached.

Where members have additional points to make, that cannot be summarised in a simple poll, we have asked them to put these points directly to the Examiners as well.

We concede that there may be a case for possibly limiting flights by planes with 300 or more seats (except for training flights), but only about 15% of our members see a need for even that.

What is completely clear, is that they are unanimous that the smaller Cityhoppers and charter flights, where the schedules only work by making multiple return trips in a day, certainly must not have such restrictions imposed, or the reopened Manston Airport will be hamstrung from the start. Airlines will not choose to provide a service if their planes are grounded for hours at Manston.

**So Please no complete flight ban in the morning at Manston !**

Dr. Beau Webber

Chairman, Save Manston Airport association.

## **SMAa Poll re morning flight ban - for Deadline 9.**

SMAa have asked just their members to comment on such suggested morning flight bans.

We have conducted a poll, from June 23 at 8:26 pm to midday June 28<sup>th</sup> : less than 5 days.

The results are given below; **384 unique names, 422 votes in all.**

Where members have additional points to make, that cannot be summarised in a simple poll, we have asked them to put these points directly to the Examiners as well.

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POLL : DO YOU AGREE WITH THIS ?

The Examiners are proposing adding the following requirement to the DCO.

Requirement 19c:

“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.”

With the stated reason for this being that:

“In order to ensure that vehicle movements associated with passenger arrivals and departures do not impact on the am peak period....”

When KLM were running a CityHopper feeder to Amsterdam, there were 2 morning flights (4 movements) :

KLM1516 MSE-AMS dep 0635

KLM1519 AMS-MSE Arr 1005

KLM1520 MSE-AMS dep 1040

KLM1523 AMS-MSE Arr 2045.

Flights were operated by Fokker-70 with 78 seats.

All have now been withdrawn from service, replace by the Embraer-175 with 88 seats.

Worth noting is the gap in the above flight numbers clearly giving scope for an additional rotations.

Now I will find out how many vehicles use the Manston Road in the relevant 3 peak hours of the morning rush hour , but I fail to see how just a few CityHopper feeders to say Amsterdam can make much difference.

Assuming the flight is full, and 2 people per car on average, per flight

that probably works out around an extra 22 cars going East and 22 cars going West along the Manston Road, over the key 3 hour period.

We don't know for sure if KLM or some other airline will be offering city flights to Amsterdam, Edinburgh, Shannon ... but I for one do not want to cut them off at the knees

by imposing a complete ban on flights at these times.

Please respond to the questions on the Poll by clicking on the buttons,

and I will send it to the Examiners on the morning of next Friday 28th June

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### **The Poll questions, and the voting, was as follows (please also see image of final voting).**

0 votes            I agree with Requirement 19c banning flights at these times

353 votes        I do not agree with Requirement 19c banning flights at these times

53 votes        I agree there should be a limit on 300 and above seater aircraft in this period, but smaller aircraft should not be limited.

9 votes         I agree there should be a limit on 200 and above seater aircraft in this period, but smaller aircraft should not be limited.

7 votes         I agree there should be a limit on 100 and above seater aircraft in this period, but smaller aircraft should not be limited.

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# Beau's post



Next Friday 26th June

I do not agree with Requirement 19c banning flights at these times



353 votes

I agree there should be a limit on 300 and above seater aircraft in this period, but smaller aircraft should not be limited.



53 votes

I agree there should be a limit on 200 and above seater aircraft in this period, but smaller aircraft should not be limited.



9 votes

I agree there should be a limit on 100 and above seater aircraft in this period, but smaller aircraft should not be limited.



7 votes

I agree with Requirement 19c banning flights at these times

Like

Comment



Write a comment...



Their comments, including explanations as to why they have voted as they have, are as follows :

Beau Webber Please comment on the Poll by clicking above, we don't have long !

· Reply · 4d · Edited

Robo King

Robo King An airline company would only use a craft that they would fill by at least 75% this being the break even point.? Why restrict it now when in the future things will change. ?

5

· Reply · 4d · Edited

Sue Hunt

Sue Hunt Beau Webber done

· Reply · 4d

Robo King

Robo King With your thinking and philosophy this would restrict the likes of Virgin, Delta etc in the open golf period to name but one. What if the theme park on the Hoo Peninsula is agreed and takes off with flights from Europe wanting to bring larger groups. We should never restrict or put barriers in the way.

7

:Manage

· Reply · 4d

Ray Ellis

Ray Ellis Beau Webber done

· Reply · 4d

Beau Webber

Beau Webber Robo King Not my thinking - the Examiners'.

· Reply · 4d

Robo King

Robo King Beau you also have the cruise ships to consider leaving from Dover. Okay understood Beau but you know that you like to have an argument to put forward against their proposals.

1

· Reply · 4d

Beau Webber

Write a reply...

Bill Cummins

Bill Cummins Too restrictive. When people are going off on holiday they normally (well I do), want to get to their destination early in the day.

Is the traffic that bad in that area? Have traffic surveys been done? Would fast link be re-routed to take into account the airport? Which would impact less on the roads.

2

· Reply · 4d

Beau Webber

Beau Webber Please, everyone that has more to say than they can express by just clicking on the poll, please say it to the Examiners ! :

ManstonAirport@pins.gsi.gov.uk

Please head it :

DCO.4.22 New Requirement 19c

For Deadline 9

Vital, this is our last week we can say anything to them !

4

· Reply · 4d · Edited

Kim Priestley

Kim Priestley The first set of time limits must be what they used to be because Edinburgh flights used to leave Friday noon back Sunday 10am, but what those proposing the most stringent restrictions have to consider is, the road infrastructure has improved since then. Also, that argument could go against those wishing to build houses on there. Surely upwards of an additional cars vans ect would have more negative impact than passenger travel?

4

· Reply · 4d

Kim Priestley

Kim Priestley Oops upwards of 5000 plus vehicles. Where the site is means the home owners are likely to be car dependant. Saw a BBC programme on planning, where a council turned down an application for a housing estate because the houses owners would be car dependant

· Reply · 3d  
Beau Webber  
Write a reply...

Liam Coyle

Liam Coyle I don't think that the larger passenger airliners will be in the Manston mix....Great if they were...  
The short haul aircraft are the most likely.

Even the A321 has a maximum of 240 , up from 180 in the A320, which are the most commonly used passenger aircraft for the short and medium range trade, such as the low cost, and charter operators....KLM using their own fleet of "feeder " aircraft are smaller again at just over 100 passengers....

6

· Reply · 4d  
Kirrien Wilson  
Kirrien Wilson Dear Pins,

I am writing in regard to the potential 'Requirement 19c' Clause currently being discussed as an addition to the Manston Airport DCO Process.

The restrictions being discussed as part of the DCO are far too restrictive.

Most flights carried out by Low Cost Carriers (LCC) happen between the hours of 06:00 and 12 noon to get passengers to their destinations around mid afternoon.

If this restriction was to be placed into any successful DCO this would severely restrict any potential LCC operations from using Manston Airport.

A more appropriate restriction would be a ban on anything over 200 seats during the proposed time period as most LCCs use a max of 189 seats and would allow for KLM feeder services at the times they are required.

If you require the exact data i am referring to it is available from the openflights website.

Kind Regards  
Kirrien Wilson

12

· Reply · 3d  
Margaret SoleActive Now  
Margaret Sole Excellent letter to PINs Kirrien, thank you.xx

1

· Reply · 4d  
Kirrien Wilson  
Kirrien Wilson Margaret Sole no problem

· Reply · 4d  
Beau Webber  
Write a reply...

David DavidgeActive Now

David Davidge What we got to look at is .when you going on holiday and you are flying people want to leave early as possible so a 0830 Monday till Friday or Saturday Sunday 0900 flight out this seems fair to me

4

· Reply · 3d  
Mark Sutton

Mark Sutton Are they going to impose the same rule to Heathrow's third runway..??? Ridiculous..!!!

7

· Reply · 3d  
Gillian EmansActive Now  
Gillian Emans Done Beau.

1

· Reply · 3d  
Chrissie Retallick  
Chrissie Retallick Surely business men will want to travel the very hours that are being restricted?

2

· Reply · 3d  
Ray Sun

Ray Sun Transfers by coach & rail (under the concourse please) need to be in the mix. Plus how will the road network cope with all the extra housing traffic should that come to pass anyway.

5

· Reply · 3d

Susan Gold

Susan Gold Ray Sun that's what I was thinking absolutely ridiculous

· Reply · 3d

Beau Webber

Write a reply...

Kenneth Philip Austen

Kenneth Philip Austen Ridiculous this is. Tin pot airport in comparison to Heathrow.

· Reply · 3d

Evonne Knight

Evonne Knight A ridiculous suggestion no way would earlier flights cause disruption on roads etc

2

· Reply · 3d

Kirrien Wilson

Kirrien Wilson I mean a restriction on aircraft over 200 seats seems reasonable to me as Ryanair carry a max of 189 pax on their 737-800. I cant envisage Easyjet using there A321 on routes from Manston. Wizz would probably uses A320's which are under 200 seats. So a 200 seat restriction seems fair but a blanket ban is ludicrous

4

· Reply · 3d

Sharon McIntyreActive Now

Sharon McIntyre I disagree with the 19c proposed restrictions with the exception of the 300 seats.

· Reply · 3d

Beau Webber

Beau Webber Please make sure you click on the buttons on the poll.

· Reply · 3d

Simon Milham

Simon Milham We can all have our say but I think the important and most interesting views of the restrictions would be fast do rsp think about it

· Reply · 3d

Steve Hurst

Steve Hurst Done

· Reply · 3d

Bill Cummins

Bill Cummins Done.

I have just learnt the following:

"The Examiners are proposing adding the following requirement to the DCO.

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"In order to ensure that vehicle movements associated with passenger arrivals and departures do not impact on the am peak period...."

When KLM were running a CityHopper feeder to Amsterdam, there were 2 morning flights (4 movements) :

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Flights were operated by Fokker-70 with 78 seats.

All have now been withdrawn from service, replace by the Embraer-175 with 88 seats."

My comments would be:

1. The restrictions are too restrictive. When people are going off on holiday they normally (well I do), want to get to their destination early in the day.

2. Is the traffic that bad in that area? Have traffic surveys been done?

3. Would the fast train link be re-routed to take into account the airport? Which, if utilised, (and encouraged), would impact far less on the roads in the Manston area.

My Wife and I would certainly take advantage of the fast train link (from Ashford) if it were available.

I don't know who is responsible for dreaming up the suggested restrictions but how would any other airport react?

On average, Gatwick airport has 45-50 flights a night in the summer, and 18-20 a night in the winter. There are no restrictions whatsoever, other than capacity considerations, during the day even though there are some holdups locally but then we are talking of tens of thousands of passengers, not hundreds as in the case of Manston. The suggested restrictions, in my opinion, are completely unjustified.

William Cummins

Ashford, Kent.

Sent from my iPhone

6

· Reply · 3d

Beau Webber

Beau Webber I have spent some time looking through 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.

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Capacity appears to be around 750 vehicles per hour;

However we know these junction are due for significant improvement.

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

the roads can cope with a good number of extra vehicles from at least feeder and inter city planes.

3

· Reply · 3d · Edited

Polly Dryden

Polly Dryden 9 - 12 is too long a time frame and surely cannot be anything to do with the movement of traffic on near by road.

1

· Reply · 3d

Kenneth Norrington

Kenneth Norrington Done.

· Reply · 3d

Kirrien Wilson

Kirrien Wilson Do people agree with my letter of a restriction on over 200 seats or is this a little unpopular, because we aren't expecting flights to dubai with Emirates on an A380-800 so a 300 seat restriction seems pointless anyway.

1

· Reply · 3d

Margaret SoleActive Now

Margaret Sole Kirrien, your letter makes sense if the ExA wish to impose restrictions, but what they are proposing, is, in my mind ridiculous

TENOR

1

· Reply · 3d

Beau Webber

Write a reply...

R. John Pritchard

R. John Pritchard Bearing in mind that TDC abd HMG have been have been trying to persuade us that we MUST anticipate large increases in the number of homes and our population in Thanet, it seems unreasonable to pile high costs onto RiverOak for upgrading our local roads and junctions.

Even without the airport the Haine Roads are not managed well for long periods of each day (and not just at morning rush hours). They should be sorting this out anyway! It really does require more connectivity East and West between the Haine Roads and Newington Road, 2 lanes in each direction from backs of the Southern end of the Euro Kent Ind. Estate through to Allenby Road (retaining nuch of Stirling Way as a constrained road to serve the Newington Estate).Allenby Road should be two lanes in each direction and so should Pylons Road.

The Margate - Ramsgate road needs upgrading to two lines in each direction, too.

A normal two lane road needs to be formed at the junction leading into Sainsbury's and with a small verge follow straight along the fence lines through part of the copses which have grown up behind the rest fence lines and have long been a fire - threat to domestic properties on Cherry Tree Gardens and Highfield Road. Running such a road through to Newington Road would help reduce the level of congestion on the junctions across this part of the island including Westwood Cross itself. I speak with direct firsthand knowledge of this as a local resident in this area and someone who travels a Ross junctions near here on a daily basis.

Plans to close Nash Lane are completely daft. It needs upgrading to take the level of traffic that will mainly increase not through airport traffic but due to all projected housing developments and cars associated with them between now and 2030 or 2940.

· Reply · 3d · Edited

R. John Pritchard

R. John Pritchard Upgrading pedestrian, dogwalking and cycling paths between the Manston Tesco and the junction next to the RAF Manston History Museum is not likely to be money well spent when the actual demand for that is not really likely to be that significant. It would be nice to see us use cycles in the way the Dutch do, but is that really likely here? I doubt it! Very few people even use the pathway along one side of New Haine Road, There is a present no such path between the Manston Tesco and Manston Village. That isn't the fault of past owners of the airport. It is due to neglect or under - resourcing on the part of KCC Highways. Please don't over burden the airport with these heavy obligations. They will be making more than a reasonable contribution by way of many millions in annual business rates within a very short number of years, and that revenue will be shared between TDC and KCC and grants by them to our towns and villages.

4

· Reply · 3d · Edited

David DavidgeActive Now

David Davidge R. John Pritchard if there was a problem with the paths then that is down to kcc for neglect consider the airport been there for years but Carter said kcc put millions in the airport in the past so why wasn't this done before

3

· Reply · 3d

R. John Pritchard

R. John Pritchard David Davidge, probably because in the past the airport was the recipient of significant sums of public money and RiverOak have not applied for any of that.

The County Council sees the dollars and Swiss Franks that the airport's investors will be pouring into Manston Airport and instead of asking themselves how they could help this project do well, they are treating it like an opportunity to milch the airport developers to an extraordinary degree, at every twist and turn. They are shameless, David! Shameless!

One is tempted to regard this as tantamount to an invitation to pay sums that could in several senses be described as extortionate, and in my book that's just wrong, particularly as both KCC and TDC have been pretty scandalous in the degree to which they have bent over backwards to help Stonehill Park keep plans in the pipeline that don't serve our interests.

4

· Reply · 3d · Edited

David DavidgeActive Now

David Davidge R. John Pritchard very true John comes to mind they think rsp are fools .wrong I wait for the twist around by rsp.

1

· Reply · 3d

Beau Webber

Write a reply...

Colin Sutton

Colin Sutton I would rather have 44 extra cars on the road, than 6000, if they get to build all the houses on the Manston site.

9

· Reply · 3d

Maureen Pearce

Maureen Pearce I agree with Colin rather have a few aircraft in the morning than 4000 extra cars if house building was to happen. No to houses YES Manston airport opening

4

· Reply · 3d

Marcus RussellActive Now

Marcus Russell There is very little "Rush Hour" traffic coming into Thanet in the morning, which is where most passengers will be travelling from.

6

· Reply · 3d

Bryan Hoare

Bryan Hoare Marcus Russell total agree, I would need to write a book to give my views. Basically ATZ should never have withdrawn.

2

· Reply · 3d

Beau Webber

Write a reply...

Chris Bromley

Chris Bromley Can you imagine these restrictions being put on Gatwick, Heathrow or any other Airport... they would be laughed at... they should be looking at ways to help a company wanting to put money into Thanet, rather than throwing problems and restrictions at them.??????

5

· Reply · 3d

Liam Coyle

Liam Coyle Chris, precisely why we must all write/E Mail the Inspectorate and tell them it's not on !

2

· Reply · 3d

Chris Bromley

Chris Bromley sent my email last night ??????

3

· Reply · 3d · Edited

Beau Webber

Write a reply...

Penny Mangold

Penny Mangold Done, I think

· Reply · 3d

Peter QuaintmereActive Now

Peter Quaintmere I do not believe that upgrading of the road transport infrastructure in the vicinity of the airport is wholly the responsibility of RiverOak. The TDC and KCC have an equal, if not more of a duty to the public to improve roads into and out of the Isle of Thanet and within the close proximity to the present airport.

That aside it is obvious to me that within the text:

"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."

With the stated reason for this being that:

"In order to ensure that vehicle movements associated with passenger arrivals and departures do not impact on the am peak period..."

There is a very important word missing "scheduled". Even so, these suggested restrictions on operations at Manston are far too draconian (unjustly harsh or severe).

I agree that "scheduled" flights of large or wide bodied passenger jets carrying in excess of 200 passengers might impose some additional strain on the present road system during particular times of the day; however, to ensure a successful and profitable initial operational use of the airport it must not be shackled by, what I believe to be, a hypothetical not yet proven statement claiming such operations would give rise to an excessive and unsustainable increase in road traffic in the area.

4

· Reply · 3d · Edited

Trevor Goldsmith

Trevor Goldsmith 19c is rubbish

3

· Reply · 3d

Tina BrownActive Now

Tina Brown Why do they worry after 6am flights most are up and surfacing by then

· Reply · 3d

Mark Willians

Mark Willians I see this as a dirty little underhand attempt to make RSP give up because it just isn't worth it anymore with such unfair restrictions.and for KCC to start playing the highways game.

2

· Reply · 3d

Liam Coyle

Liam Coyle I've sent this to PINS today

....

Dear Sirs,

In response to your Requirement 19 C , proposals to restrict Passenger Aircraft Movements in the " Morning Peak Period", between 9-12 am , I am confused as to your reasoning .

The Passenger aspect of Manston Airport, is for the convenience of public usage..

People using air travel, prefer convenience, which includes the times flights arrive and depart, including the reciprocal at the destination Airports. Many people from East Kent, due to the current situation of no flights from Manston, are obliged to travel the day before to whichever of the main London Airports they are departing from, and stay in a hotel to ensure that they can be on time to Book In for their flight, incurring extra and unnecessary expense, as well as the cost of travel and car parking.

The majority prefer to fly and land in daylight....As it's assumed that most passenger flights from Manston will be short haul, utilising aircraft that are economic for the numbers of passengers, to destinations such as Mediterranean holiday resorts, to the Canary Islands with Flight Times under five hours, it would be far more preferable to travel from Manston at the times you suggest departures are restricted..

How can that be justified?

Dare I suggest, that such an unnecessary restriction would have a detrimental effect in attracting Operators to use Manston?....

It is cited that traffic flows in the Airport vicinity would be affected during this "peak period"....

I can find no justification for that assumption, particularly in light of the proposed road and junction improvements contained within the Development Plans..

The "pinch point" of The Spitfire Crossroads is to be alleviated by the construction of a new roundabout, which is long overdue, by many years...

RSP are committed to much of the road improvement funding around the site .

Surely they cannot be required to address the wider road problems that beleaguer Thanet's Infrastructure, caused by neglect over the years by the Authorities responsible ?....

The plans under scrutiny by yourselves have been subjected to a real forensic examination, and rightfully so....Many searching questions have been posed, and replied to, hopefully to your satisfaction...

We are all painfully aware of what is termed "Anti Aviation " activity, using tactics that could only be aimed at scuppering the DCO ....There have been some unpleasant suggestions that amount to falsehood and prevarication, aimed at the DCO, and the Directors and Investors in RSP..

But as you stated at the beginning of the Examination Process, such vexatious matters by groups and individuals will be noted, I take satisfaction that such underhand claims and slurs will be ignored in your deliberations as you reach the conclusion of the job in hand.

In conclusion, I hope that you reconsider the need to restrict the daytime Passenger Aircraft Movements, for the reasons that I and no doubt others are presenting to you.

Yours faithfully

Liam Coyle

Sent from my iPad

8

· Reply · 3d

Leslie BellActive Now

Leslie Bell Clearly a put up job by Carter's Housing and profiteering company inc. By the way, if the Airport is scuppered and they get the 3500 to 10000 houses they are planning, the traffic problems will be 100 times worse than these idiots are moaning about, what does KCC intend to do about that ?

3

· Reply · 3d

Liam Coyle

Liam Coyle Les that is a question that they don't have an answer to...

1

· Reply · 3d

Beau Webber

Write a reply...

David Jasper

David Jasper I hope i clicked the right boxes this time Beau

3

· Reply · 3d · Edited

Liam Coyle

Liam Coyle Yes ! David, you have sorted it out ??

· Reply · 3d

Iain Heatlie

Iain Heatlie I have written to PINS stating that in order for business travellers to benefit from a Manston service the first flight out needs to be between 6am and 7am in order to manage daily doubles to UK cities.

The restrictions won't really affect this but the middle return to holiday destinations will be difficult as they would need to depart Manston at about 10am

4

· Reply · 3d

Iain Heatlie

Iain Heatlie My letter

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

6

Love

· Reply · 3d

Chris Bromley

Chris Bromley My letter was as follows:

Sir

Many years ago, When Eujet were operational, I used to work at Manston as part of the Airport Operations and flight dispatch team.

We used to have 4 flights leaving at 06:00hrs every morning, destinations were Amsterdam, Manchester, Edinburgh and Dublin.

These flights used to return between 10:00 and 11:00 for there 2nd destinations.

Normally, if my memory serves me correctly, all 4 aircraft were back in the air before 12:00.

Planes were normally turned around in around 30 minutes.

Aircraft, as you know, only make money when they are in the air.....keeping them on the ground because of the timing restrictions that you want to impose would be completely unfair on any company wanting to bring business into Manston, not forgetting passengers that want to get away on their holidays.

My second point regarding this traffic restriction.

I have personally flown from many airports in the United Kingdom at many different times of the day.

Not Once, have I ever been told what time I have to travel. All I have ever been told is to get there in plenty of time.

I have lived in Manston for the last 20 years and have never seen any traffic problems all the time that the airport was previously operational.

I, 100 percent, do not agree with the requirements suggested in 19c and do not think any restrictions are needed.

Yours sincerely

Chris Bromley

8

· Reply · 3d

Mark Willians

Mark Willians RSP have faced this never ending attempt to sabotage what is a sound business plan so I am not surprised at this last minute attempt by those who`s mass housing plans are what is really behind yet another attempt to dump a mini London on us.I find it odd how a mainly freight airport would suddenly be producing gridlock.Now what is that new railway station really for.

3

· Reply · 2d

David DavidgeActive Now

David Davidge Mark Willians kcc want the road through Manston to feed park way tdc want the houses for council tax gloat and Co want to sell off the plots so everyone is happy all but thanet majority of 97%

4

· Reply · 2d

Beau Webber

Write a reply...

Beau Webber

Beau Webber <https://www.facebook.com/susan.hennessy.94> and all

Please, everyone that has more to say than they can express by just clicking on the poll, please say it to the Examiners ! :

ManstonAirport@pins.gsi.gov.uk

Please head it :

DCO.4.22 New Requirement 19c

For Deadline 9

Vital, this is our last week we can say anything to them !

Susan Hennessy

Susan Hennessy

Susan Hennessy

3

· Reply · Remove Preview · 2d

Susan Hennessy

Susan Hennessy Beau Webber thank you. All done.

2

· Reply · 2d · Edited

Beau Webber

Write a reply...

Lesley Butler

Lesley Butler Incredible! Far too restrictive. Hope common sense eventually prevails.

3

· Reply · 2d

Brenda Chubb

Brenda Chubb sent my email last night to pins, are they sending out any automated responses to say they have received emails ??

1

· Reply · 2d

Liam Coyle

Liam Coyle I haven't received any for the past couple I sent

1

· Reply · 2d

Christine Redmond

Christine Redmond Me neither.

1

· Reply · 2d

Beau Webber

Write a reply...

Brenda Chubb

Brenda Chubb ok thanks Liam Coyle thought they had singled me out.

1

· Reply · 2d

Liam Coyle

Liam Coyle replied

.

1 Reply

Beau Webber

Beau Webber Please keep clicking on the Poll buttons, if you have not already.

I will send the results to PINS on Friday lunchtime.

3

· Reply · 21h

Roy Neale

Roy Neale What do the inspectors think about 4000 houses and them all trying to get in or out of Manston at rush hour times? Manston would be gridlocked. KLM flights have never caused any traffic problems nor have any of the holiday flights. We live 500 yards from the terminal and have never had any problems with traffic.

4

· Reply · 11h

**SMAa Poll names :**

1:

**353 votes      I do not agree with Requirement 19c banning flights at these times:**

Beau Webber  
Bryan Girdler  
Gregory Nocentini  
Margaret Sole  
Angela Stevens  
Liam Coyle  
Ela Lodge-Pritchard  
R. John Pritchard  
Michael Grantham  
Amy Johnson  
Christine Redmond  
Manston Matthew  
Gillian Emans  
David Davidge  
Ian Connor  
Ralph Allison  
Jean Collier  
Marji Nicholls  
Ann Smith  
Carole Copeland  
Mike Poulter  
Keith Nicholls  
Robo King  
Marcus Russell  
Paul Dunk  
Rex Goodban  
Andrew Wilby  
John Bates  
Rebecca Baty  
Kenneth Norrington  
Clive Cripps  
Philip Hunt  
Martin Sutton  
Angela Sutton  
Chris Bromley  
Terry Huckstep  
Louisa Hynes  
Kapo Kapuscinski  
David Jasper  
Linda James  
Nick Toy  
Mike Harrison  
Leslie Bell  
Mark Willians  
John Davis  
Chas Davies  
Martin Harrison-Smith

Elaine Tanner  
Richard Baxter  
Jay Chhanabhai  
Tony Halls  
Stuart Gill  
Deni Case  
Michael Hughes  
Adam Cowell  
Lesley Robertson  
Bernie Elbourn  
Pam Todd  
Mark Sutton  
Jonathan Curran  
Annie Webster  
Simon Milham  
Tina Brown  
Peter Quaintmere  
Mandy Kiddell  
Roy Neale  
Anita Rothermel  
Paul Letham  
Ray Davidson  
Michael Alan  
Susan Pottle Jenkins Pocock  
Arthur Dent  
Mark Crutchlow  
Susan Hennessy  
Lorraine Barker  
Iain Heatlie  
Kathy Stevens  
John Miller  
Martin Barker  
Alan Barker  
Jennifer C Finch  
Dave Ashley  
Sue Mccartney  
Bert Gammon  
Graham Fright  
Jean Cooke  
Helen Smith  
Dayle Brain  
Paul Howard  
Peter Abel  
John Knight  
Jim Firmin  
Adrian Dowling  
Courtney Lansdon  
Keith Holt  
Ray Sun  
Julian Eagle  
Rosemary Adams

Michael Saward  
Mick Redmond  
Jackie Beale  
Rob Griffin  
Albertine Kent  
David Peter Butler  
Steve Hurst  
Michael Topliss  
Chiana Paxton  
Shirley Hingley  
Barbara Stokes  
Robert Smith  
Steve Gilbert  
Sven Peters  
Malcolm Gilbert  
Jan Jeffery  
Philip Green  
Steve Digby  
Philip Davidge  
Catherine Bunce  
Tim Ingleton  
Colin Fildes  
Len Chubb  
Lee Bates  
David Boyd  
Wendy Binstead  
Cherry Walker  
Ds Carpenter  
Jo Hermitage Hennessy  
Nigel May  
Colin Foreman  
Chris Tong  
Chrissie Retallick  
Fred Osborne  
Dawn Speight  
Colin Cooke  
Charlotte Frorath  
Evonne Knight  
Ken Pickett  
Richard Kennedy  
Maureen Pearce  
David Dunwell  
Colin Sutton  
Bobbie Mayoh  
Dave Irving  
Tanya McMillan Howard  
Kenneth Parish  
Eddie Spelling  
Samantha Sutton  
Rachel Horsburgh  
Gavin Kapuscinski

Chrissie Clark  
Susan Katzban  
Wayne Hill  
Sharon McIntyre  
Barry Bax  
Michael Cox  
Myra Dowell  
Roger Brown  
Jackie Datlen  
Gerri Drury  
Tim Garrett  
Peter Richardson  
Shadie Smith  
Sue Maynard  
Stuart Daw  
Ian Bennie  
Lesley Atkinson  
Jess Kelly  
Don Gale  
Colin Brazier  
William Dunn  
Jacky Danton  
Mike Skerratt  
Jeff Williams  
Ashley Young  
Ian Lowe  
Carol Gravelle  
Daphne Attwell  
James Setterfield  
Trevor Shilling  
Therese Meehan  
Mike Jackson  
Martin Ward  
Peter St George-Smith  
Tom Dolezal  
Jan Gipson  
Lisa McClure  
Mike Howland  
Margaret Holland Fields  
Sharon Chubb  
Tracy Cousins  
Allan Vincer  
Carolyn Moxon  
Matthew Rush  
Mark Webb  
Nigel Taylor  
Adrian Pearce  
Mike Smith  
Bradley Costen  
Steve Rogers  
Neil Ralph

Audrey Simmonds  
Gavin Gfc Shilling  
Bernice New  
Dorothea Fennings  
Kevin Johnson  
Lesley Butler  
Victoria Cove  
Jackie Weeden  
Glenn Horwood  
Alan Harrington  
Leslie Murray  
Janet Gildersleve  
Susan Gold  
Paul Shea  
Steve Coleman  
Sue Hunt  
Margaret Cook  
Gill Cleaver  
Oliver Ledgerwood  
Alan Herman  
William Parr  
Penny Mangold  
Fay Hammond  
David Woodland  
Cynthia Stannard  
Gerald Burchett  
David John Ringrose  
Roger Ring  
David Munday  
Debbie Swan  
Jenny Solley  
Fran Witherden  
Angel Tighe  
Dave Trew  
Peter Archer  
Jenny Baker  
Les Brown  
Jill Goldfinch  
David Telford  
Vanessa Gray-Bull  
Peter Scott  
Bob Wood  
Marguerite Emma  
Rodney Hughes  
Bryan Hoare  
James Brown  
Natalie Sharpe-Defloor  
Lee Chatting  
Paul Nethersole  
Chris Barker  
Simon Howard-Smith

Graham Denton  
Ray Harris  
Chad Mackenzie  
Kevin Crowhurst  
John Townsend  
Julie Butcher  
Dina Dale  
Sue Castle  
Diane Smith  
Dan Barker  
Neil Hissey  
Adrian Keep  
Jan Knott  
Susanne Chase  
Fiona Ridge  
Sharon Jones  
Philip Coker  
Rebekah Ash-Vie  
Matt Burton  
Julie Hambleton  
Simon King  
Susanne Kidd  
John Davies  
Mark Dowling  
Mat Thomas  
Lindsay Scott  
Peter Garstin  
Bill Cummins  
Paul Pearson  
Hayley Dan Bradley  
Michael John Epps  
Joyce CoomberSewell  
Keena Rayma  
Ben Copeland  
Paul Edwards  
Sue Cairns  
Richard Huckstep  
Donna Draper  
Noel Kernan  
Kirstie Jane Trinder Awan  
John Kealy  
Steve Boyle  
Ian Dowling  
Delice Purvis  
Joanne Humphreys  
Roy Eason  
Mark 'Wolfie' Slade  
Timothy Hall  
Heidi Newton-edwards  
Polly Dryden  
Dawn Lynas

Pauline Fairbrass  
Mark Girdler  
Paul Higham  
David Burgess  
John Walker  
Phil Newport  
Mark Hartridge  
Neal Parton  
Kelly Beasley  
John Engwell  
Richard Cook  
Judy Gregory  
Richard Purvis  
Janeand Steve Sullivan  
Philip Young  
Paul Sutherland  
Lindsay Adams  
Ianandtracey Ownsworth  
Elaine Fasham  
Liz Camp Adi  
Stuart Somerville  
David Nigel  
Adrian Coombs-Hoar  
Clive Dunsby  
Sheila Tomkins  
Ian Kirkland  
Mary McFadyen  
Keith Huntley  
Michael Abbott  
Nina Ammundsen  
Len Burlace  
Gary Widdison  
Gilsie Eddis  
Vince Francis  
George Bowra  
Marion Stevens  
Linda Stubbings  
Andy Skinner  
Candy Lovegrove  
Trevor Goldsmith  
Denda-Marie Mulas  
Alan Greensted  
Lizzy Moore  
Toni Girdler  
Jean Phipps  
Brenda Chubb  
Kim Burgess  
Charlie Handley  
Terry Wildman  
Craig Cullinan  
Nigel Sears

**2:**

**53 votes**

**I agree there should be a limit on 300 and above seater aircraft in this period, but smaller aircraft should not be limited.**

Beau Webber  
Christine Redmond  
Gillian Emans  
David Davidge  
Jean Collier  
Marji Nicholls  
Kirrien Wilson  
Andy McCulloch  
Annie Whitehead  
Doug Smith  
John Sherwell  
Tina Brown  
Anita Rothermel  
Paul Letham  
Michael Alan  
Susan Hennessy  
Kenneth Philip Austen  
Colin Faed  
Graham Fright  
John Knight  
Edward Temple  
Mick Redmond  
Martin Boutwood  
Tim Ingleton  
Lee Bates  
Cherry Walker  
Kim Priestley  
Maureen Pearce  
Patricia Goldfinch  
Michael King  
Derek Smith  
Sharon McIntyre  
Peter Richardson  
Derek Jones  
Bill Ransom  
Graham Leslie Higgs  
Susan Collard  
Audrey Simmonds  
Eric Winters  
Jill Goldfinch  
Rodney Hughes  
Chad Mackenzie  
Eric Hill  
Michael John Epps  
Joyce CoomberSewell  
Leslie Lewis  
Nick Holt

Roy Eason  
Brian Foreman  
Lindsay Adams  
Russell Sadler  
Keith Huntley  
John Fincher

**3:**

**9 votes**

**I agree there should be a limit on 200 and above seater aircraft in this period, but smaller aircraft should not be limited.**

Kirrien Wilson  
Tina Brown  
Janet Eagle  
Maureen Pearce  
Dave Armstrong  
Rodney Hughes  
Pauline Fairbrass  
Elizabeth Cooper  
Keith Huntley

**4:**

**7 votes**

**I agree there should be a limit on 100 and above seater aircraft in this period, but smaller aircraft should not be limited.**

Tina Brown  
Gordon Farmer  
Phillippa Walker  
Rodney Hughes  
Graham Goldsmith  
Neil Lewis  
Keith Huntley

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