

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** FOR THE ATTENTION OF THE MANSTON AIRPORT CASE TEAM  
**Date:** 14 June 2021 15:09:54

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Dear Sirs,

We wish to express again our sincere support of Manston Airport and Riveroak Strategic Partners' plans to develop the facility for a cargo hub airport. We believe most strongly that the DCO for Manston needs to be approved and any opposition to it dismissed. It is an outstanding aviation facility for which probably for the first time in its recent post-military history has a serious plan for its utilization in the aviation infrastructure of the UK.

Riveroak Strategic Partners intend to develop Manston as a cargo hub airport along with tear-down and recycling facilities for obsolete airframes. This is entirely in keeping with and answering market demands within the aviation sector at the present time and into the future.

Air cargo demand is increasing and the aviation sector is responding with an increase in production and conversion of aircraft to cargo use according to the industry journal Air Cargo News (1). This tends to be subject to the variations of overall economic currents over the years, but the trend in demand remains upward (2), and it is important for progressive society that promotes the free and unimpeded trade and movement between nations (as opposed to protectionism) to support increased air freight development (2).

Some opponents to the DCO with RSP have attempted to suggest that belly freight in airliners is detracting from growth in dedicated freight. This is a misconception as freight and cargo actually have different definitions (3). 'Freight' on the whole in the trade refers to smaller amounts of goods packaged in smaller loads, while 'cargo' refers to larger bulk shipping of goods. So it is easy to see that belly 'freight' is in fact not in direct competition at all with dedicated 'cargo' (4). Also, in the situation of the Covid19 pandemic there has been a decline of passenger aviation. This is certainly the case in the immediate wake of the pandemic which hopefully will be defeated worldwide as soon as possible. However, Covid19 is unlikely to go away completely and its shadow will remain over us with regional outbreaks of variants for some time. This may well cause a longer term slow-down of airline business and thus less airliner belly-freight (6). The need therefore for more dedicated freight aviation will increase.

It is an obvious burgeoning issue what to do with obsolete aircraft which have reached the end of their operational lives. Many precious and rare materials are incorporated in the complex structure and makeup of a modern aircraft, as well as materials that are potentially harmful to the environment if not handled, disposed of or recycled in the correct manner. The old solution of simply parking up 'dead' aircraft in places like the Mojave desert forever is certainly not a viable course of action anymore! There is the need for specialized facilities for the controlled dismantling and recycling of airframes and engines and this demand will increase into the foreseeable future with an estimated 12,000 aircraft retiring in the next 2 decades (5). The plan for this proposed by RSP is a proper up to date and professional one (in contrast to the appalling, unprofessional and irresponsible way old aircraft parked at Manston were demolished by the previous incumbents of the aviation facility shortly after their acquisition!).

The Riveroak Strategic Partners plan for Manston Airport is entirely in keeping with the demands of the modern aviation sector at present and into the foreseeable future. Thus it will introduce to Thanet a viable business entity that it sorely needs, assisting the delivering of meaningful economic regeneration and prosperity while at the same time forming an important element in the civil aviation infrastructure of the country.

Referances/Attachments:

1. <https://www.aircargonews.net/news/technology/freighter-conversions/single-view/news/freighter-conversions-up-11-in-2017.html>
2. <https://atlas-network.com/iata-reports-airfreight-demand-up-with-3-5-in-2018/>
3. <https://www.differencebetween.com/difference-between-cargo-and-freight/>
4. <https://www.karlgross.de/en/specializations/belly-freight-or-freighter/>
5. <https://afraassociation.org/>
6. [COVID-19: Effects on Air Cargo Capacity | Accenture](#)

Yours Faithfully

Nick and Philippa

Local residents

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** FOR THE ATTENTION OF THE MANSTON AIRPORT CASE TEAM  
**Date:** 14 June 2021 15:04:25

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Dear Sirs,

We wish to express our sincere and whole-hearted support for Manston Airport and its owners, Riveroak Strategic Partners' plans to develop the facility for a cargo hub airport. It is an outstanding aviation facility which is a significant national asset, and it would be entirely squandered if given over to general housing for which it is entirely unsuitable. We urge most strongly that the DCO is upheld as this project is of the greatest need.

- Manston Airport is a locally and nationally important asset which stands on the threshold of meaningful integration into the national (and indeed international) aviation infrastructure with the approval of the DCO for Riveroak Strategic Partners. It will be highly significant in the creation of work and career opportunities and the creation of wealth for the Thanet economy. Thanet is in desperate need of economic stimulation and employment and the reversal of social and economic deprivation. According to government statistics, Thanet has consistently high unemployment levels considerably above average for Kent and the UK – 'Thanet has the highest 18-24 year old unemployment rate in the South east at 15.5%' (1).
- Manston as an airfield has been an essential part of the character and economy of Thanet for over 100 years and is an important part of its heritage and its future. It is in an ideal location for aviation and business directly and indirectly connected to it. On the eastern extremity of southern Britain, it is nearest to the continent and beyond. It is in the ideal location to address stated runway capacity shortage – particularly in the southeast, with its dual carriageway and motorway connections, to the capital and beyond. A direct rail connection is also under construction at this present time. The CAA is impartial as to location, but recognises the need for additional runways (2). The runway at Manston is ready to address that need.
- The geographical and meteorological conditions at Manston on the Isle of Thanet are ideal for aviation. Surrounded on 3 sides by sea and with a generally very benign climate described by the Meteorological Office as 'relatively quiescent' (3). Flying operations can very often continue here when they are unable to elsewhere.
- With the political and economical future currently facing the UK, Manston Airport is undoubtedly an asset of great national infrastructure importance and it would be a grave mistake if this opportunity to develop it into a modern state -of-the-art aviation facility was lost. Local and national media have recognized the importance of Manston in our post 'Brexit' future. The irony of the previous

occupiers intention to use it as a lorry park as opposed to the cargo airport as proposed by Riveroak Strategic Partners did not go unnoticed (4)!

- The recent Covid19 pandemic also requires this country to make the very best use of all assets to ensure its economic recovery. The pandemic still continues worldwide even if the vaccination program is prevailing over it here in the UK. To extend that success worldwide we will need to export vaccines overseas, and Manston is ideally situated for such operations in this and any future world pandemics (13).
- An important matter to bear in mind when considering Manston Airport as a NSIP is the future. Aviation is on the threshold of a revolution to more sustainable forms in the near to medium term future. In the short-term, conventional aviation is being 'cleaned-up' considerably with technologies to reduce noise and pollution being actively pursued by governmental bodies including the EU, FAA and NASA. The EU and EFTA have aircraft and engine environmental standards with equivalent ICAO standards (5). A NASA study has also confirmed how biofuels can reduce particle emissions by 50-70% (6). So fears that may be expressed (among the uninformed) of pollution and outdated old aircraft being used for RSP's cargo operation are completely groundless and unfounded in reality.
- The more revolutionary new directions in aviation include airships and hybrids being developed on both sides of the Atlantic. A British company Hybrid Air Vehicles were awarded at the end of 2018, a Production Organisation Approval by the CAA (7). Electric powered fixed and rotary-winged heavier-than-air aircraft will also become part of the new face of commercial aviation, with major players such as Airbus with the recent development of their E-Fan X demonstrator (8), Boeing (9), NASA (10), Siemens (11) and Rolls Royce investing major capital into the development of this technology (12). These new aviation technologies will in many cases be in a different order of performance than currently employed jet aircraft - somewhat slower. Manston is ideally positioned for the commercial operation of such aircraft types being as close as possible to the continent thus cutting flying time and costs significantly to reach destinations in Europe and Asia. The meteorological conditions are also very suitable, being generally very benign as mentioned above and one of the areas in the UK least subject to turbulent south westerly weather systems described by the Meteorological Office as 'furthest from the paths of most Atlantic depressions' (3). So, for all future directions in the aviation sector Manston is an asset to be considered most seriously, particularly as the UK now has to trade very vigorously independently overseas for its economic prosperity. It is also in a prime location to play a key role in the definition of the new face of commercial aviation into the 21<sup>st</sup> century, of tremendous need to the country, Kent and Thanet itself.

Referances/Attachments:

1. [https://www.kent.gov.uk/\\_data/assets/pdf\\_file/0019/8182/District-unemployment-bulletin.pdf](https://www.kent.gov.uk/_data/assets/pdf_file/0019/8182/District-unemployment-bulletin.pdf)
2. <https://www.caa.co.uk/Consumers/Guide-to-aviation/Demand-for-additional-runway-capacity/>
3. <https://www.metoffice.gov.uk/climate/uk/regional-climates/so>
4. <http://www.savemanstonairport.org.uk/wordpress/2019/01/manston-brexit-on-my-mind/>
5. <https://www.easa.europa.eu/eaer/>
6. <https://climate.nasa.gov/news/2580/nasa-study-confirms-biofuels-reduce-jet-engine-pollution/>
7. <https://www.hybridairvehicles.com/>
8. <https://www.airbus.com/innovation/The-future-is-electric.html>
9. <https://www.bloomberg.com/news/articles/2018-05-21/boeing-backed-startup-targets-2022-debut-for-electric-plane>
10. <https://www.airspacemag.com/flight-today/NASA-electric-propulsion-180957302/>
11. [https://www.siemens.com/press/en/feature/2015/corporate/2015-03-electromotor.php?content\[\]=Corp](https://www.siemens.com/press/en/feature/2015/corporate/2015-03-electromotor.php?content[]=Corp)
12. <https://www.rolls-royce.com/>
13. [How the Air Cargo Industry is Taking on COVID-19 - Global Trade Magazine](#)

Yours Faithfully

Nick and Philippa Toy

Local Residents